

GRAIN DEALERS' JOURNAL

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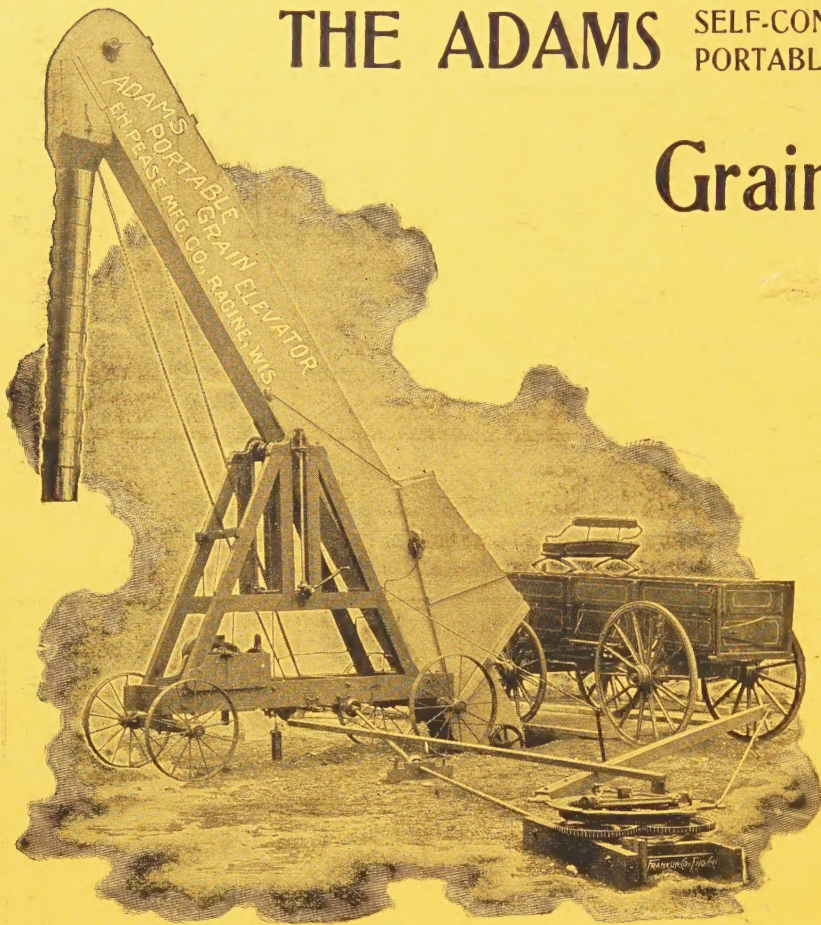
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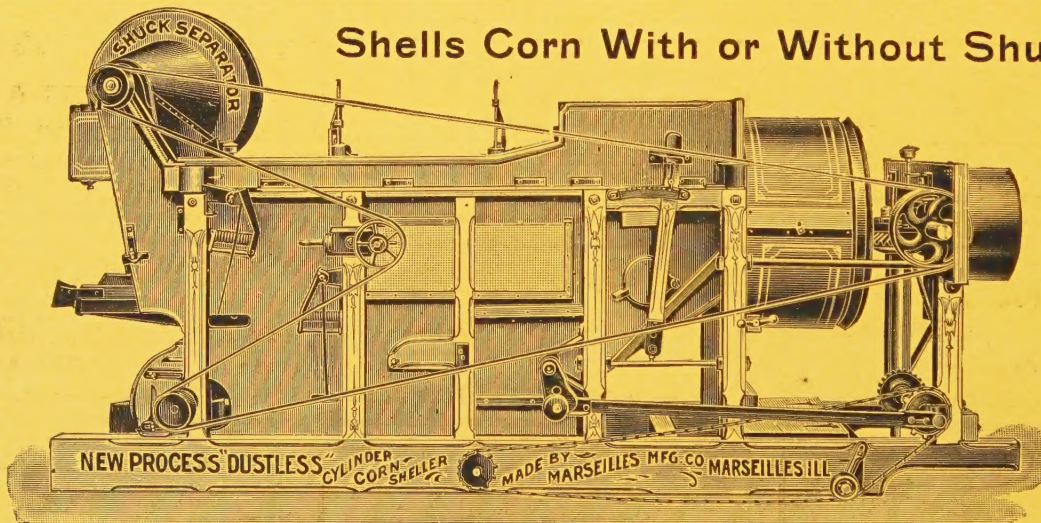
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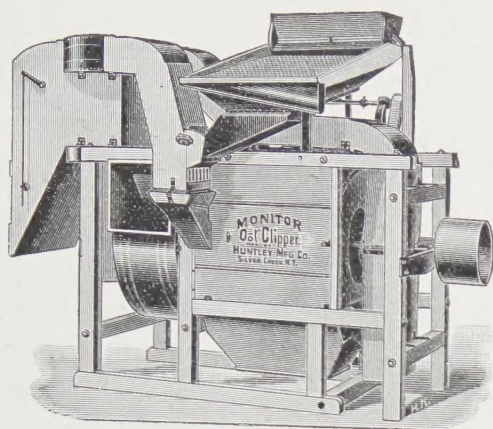
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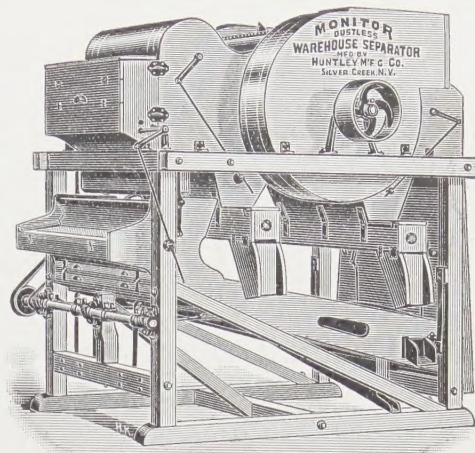
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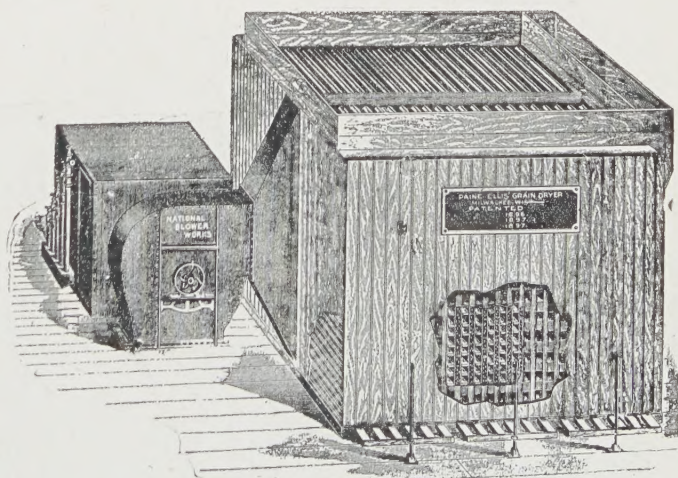
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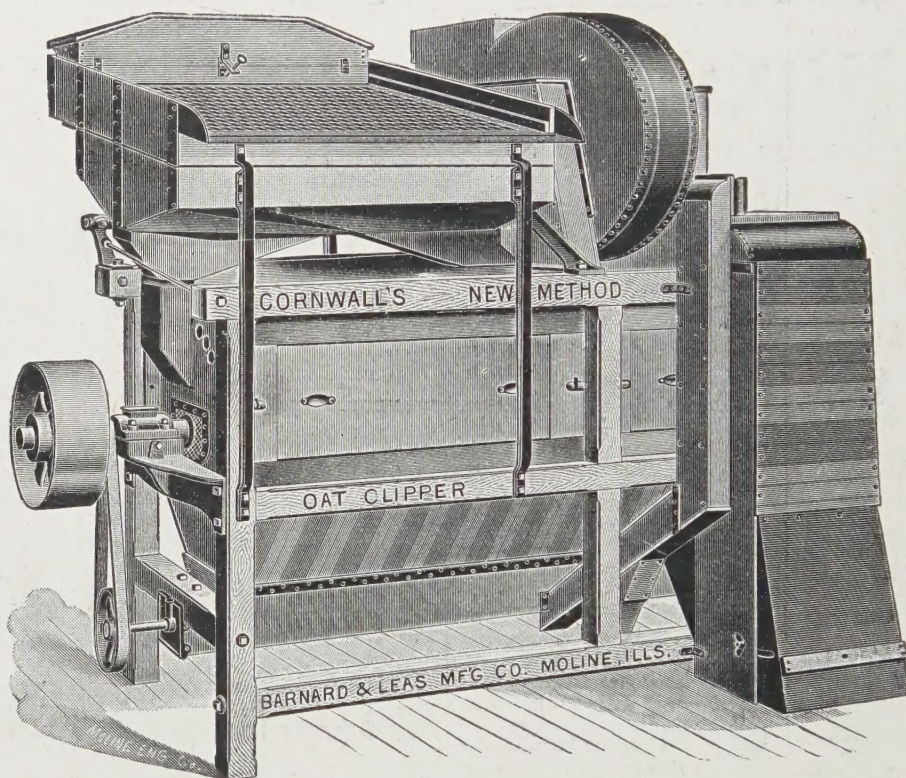
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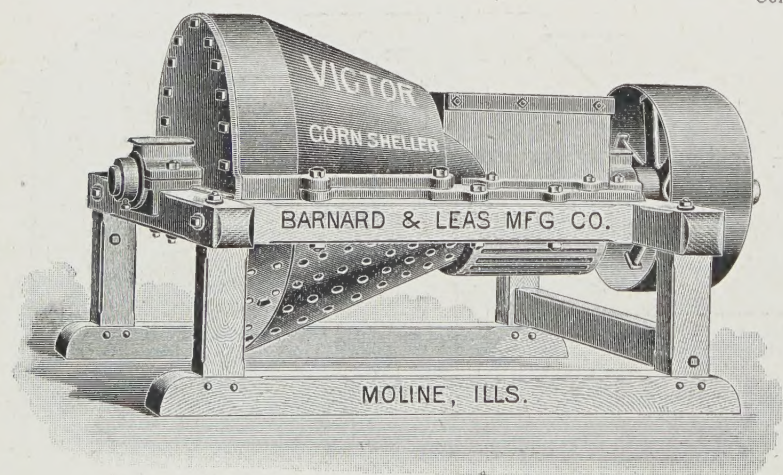
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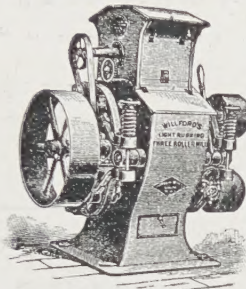
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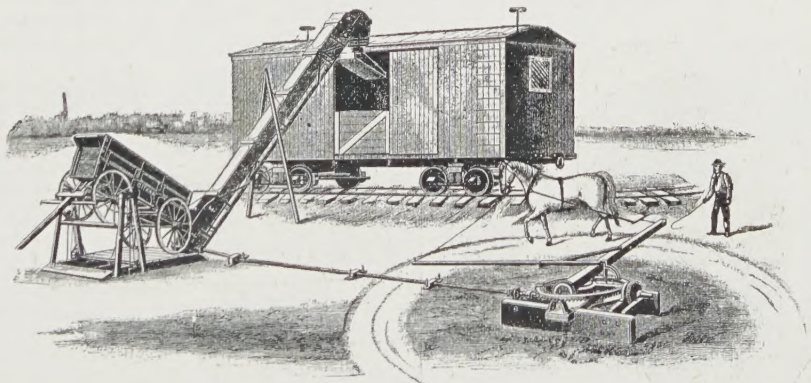


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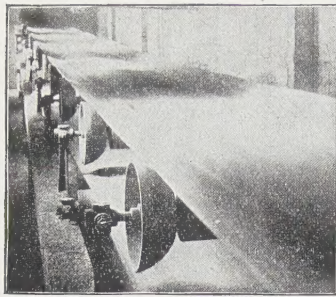
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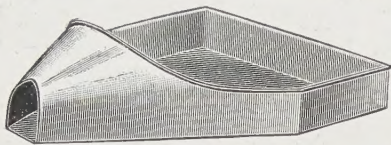
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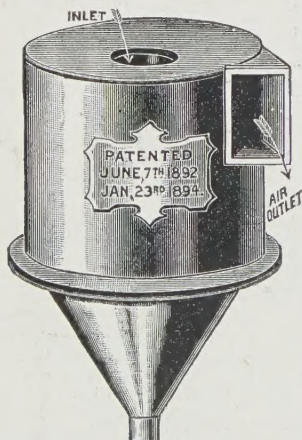
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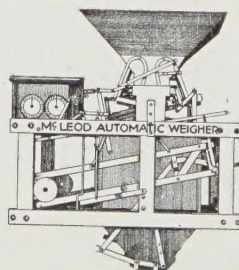
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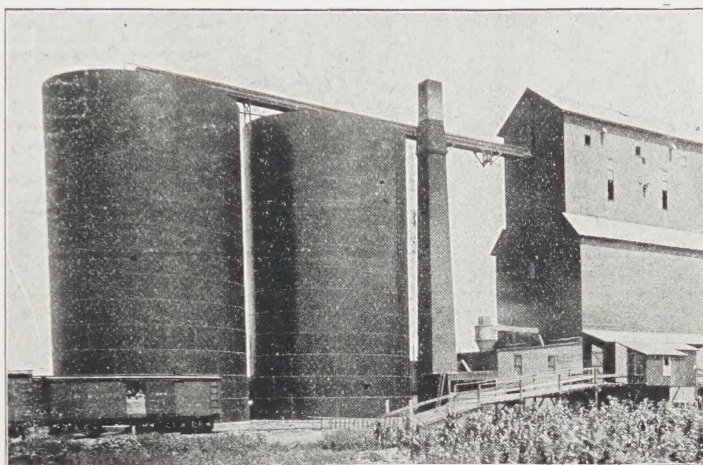
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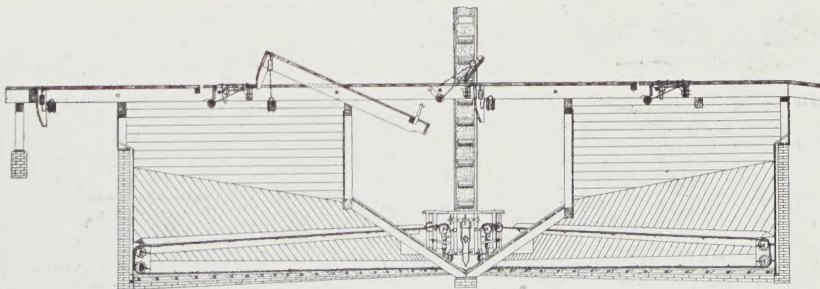
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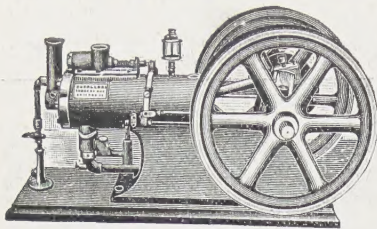
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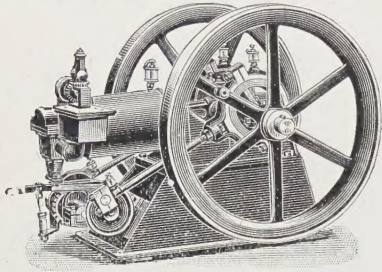
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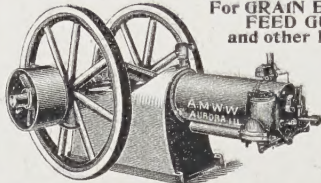
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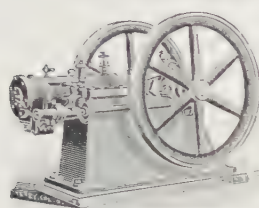
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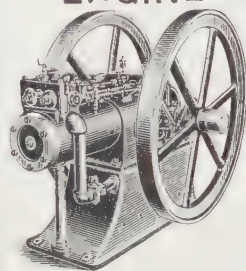


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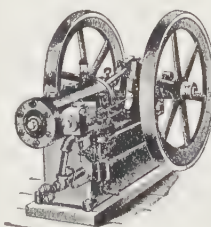
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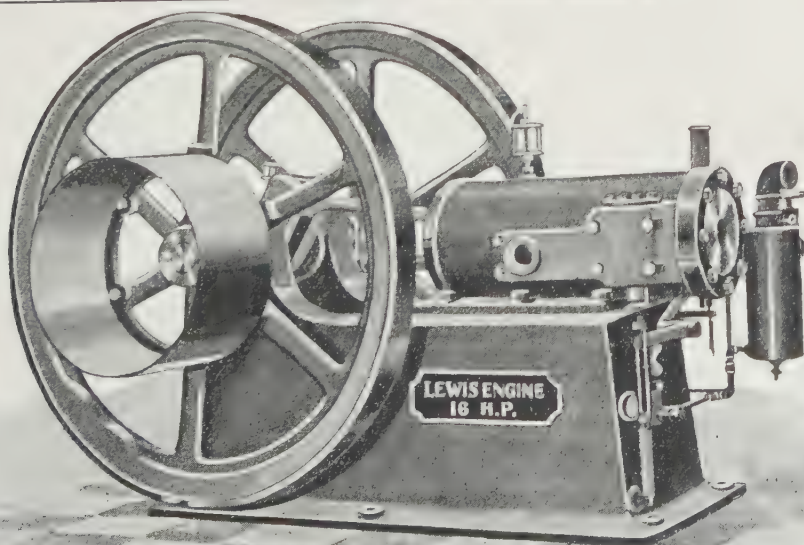


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The Retail Coal Dealers Rapid Reckoner is printed on heavy bristol board and designed to be hung beside office desk to assist dealers in quickly computing the value of a load of coal. It shows the value of even hundred weights, and of 1,000 to 60,000 pounds of coal at 75 cents to \$9 per ton. Its use will facilitate the work of finding the value of a load of coal and prevent errors. Price, 50 cents. Address

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GRAIN DEALERS JOURNAL on the 10th and 25th of each month, for one year to

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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, Editor.
J. CARVER STRONG, Advertising Representative.
NORMAN H. CAMP, Attorney for the Company.

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., AUGUST 10, 1899.

Charge farmers for storing wheat or refuse to take it in.

No grain buyer ever made money overbidding his competitor.

Loose car doors have been responsible for many shortages this season.

If you want all the grain trade news, all the time, subscribe for the Grain Dealers Journal.

The annual convention of the Grain Dealers' National Association will be held earlier than it was last year.

Where the dealers are fair-minded enough to work for peace, harmony and fair profits no elevator property is given away.

The dealer who asks an association to help him and at the same time declines to contribute to its support is very near sighted.

The short hay crop of the Eastern states may be depended upon to increase the demand for coarse grains and feed.

Do not let the farmer gull you into paying more for grain than it is worth by telling false tales regarding your competitors' prices.

Damp and sprouting wheat is greatly increasing the receipts of low grade in terminal markets, resulting in 8 to 10 cents discount.

If you must speculate in options, place your orders with responsible members of an exchange and thereby insure fair treatment and payment of winnings.

Corn is being hurried to market and, naturally, the demand for corn shellers is good. It should be better; it does not pay to operate old style, worn out shellers.

Four hundred hay and grain dealers had a good time and a successful meeting at Detroit this week. The National Hay Association always has well attended meetings.

All of the country elevator men are in favor of the loading fee, and are anxious to have it, but not all of them are willing to support the association and help to get it.

The Texas Grain Dealers' Association continues its good work. Over 100 attended its meeting at Dallas last week. Some persons, who do not know, think Texas is not much of a grain state.

The Internal Revenue taxes collected from country grain buyers is out of proportion to that secured from other lines of business. The law should be changed to lighten the grain man's tax or else be repealed.

Have you figured out how much you could make by installing a good feed mill this season? It might pay you well to investigate the matter. Utilize your spare room and power and dispose of your off-grade grain at a profit.

Do not accept worn-out cars without protesting most vigorously to the agent of carrier, and if accepted at all, it should be with the distinct understanding that carrier will make good any loss in weight of grain shipped.

A number of Ohio grain dealers have bought a new supply of bags this season. At the beginning of the next season they will have a few good bags, some old ones and several strings left on hand—the borrowing farmers will have the rest.

Abilene, Kans., has been the scene of a very unreasonable wheat-buying contest recently. With two new buyers in the field, and the farmers eager ever to tell of the high price the other fellow is paying, the elevator men have paid much more money than they could get for the grain, all of which is hardly a credit to their intelligence.

If you buy grain in an incorporated town have an ordinance adopted providing for fees from irregular merchants. It will relieve you from scoop shovel competition. The regular dealer helps to support the town; the irregular, does not. The town is dependent upon the regular merchants for its revenues, is directly interested in their success and should protect them.

At last the grain shippers of the Northwest are becoming interested in the matter of organization and last week a number of them met at Vining, Minn. The association is known as the Northwestern Independent Grain Shippers' Association. No doubt the independent shippers have much to gain by working together and it is difficult to understand why they have not effected strong organizations heretofore.

The very philanthropic Buffalo elevator pool, which has been working

these many years to extort money from grain shippers, who are unfortunate or unwise enough to ship grain via that port, is now posing as a benefactor and some of its friends have recently given out the very valuable information that it has helped support the grain trade of New York City. How very wonderful!

The Iowa shipper who gives us some extracts from the History of Two Cars of Corn in this number has not as much faith in the reliability of official samplers and inspectors as he might have. The work of the sampler is inexcusable, the grading of the inspectors is easily explainable. Grain grading is not an exact science, it is too much a matter of human judgment to expect two men to grade alike every carload of grain.

Elevator men who expect to buy machinery will profit by ordering early, then there will be some chance of your getting the machine by the time you desire to use it. At present all manufacturers of elevator machines and supplies are very busy and some of them are refusing to promise to fill any more orders before December. If you are expecting to buy machinery this year now is the time to place your order.

So much of the barley has been stained by rains this season that country shippers are sure to meet with much disappointment in the price brought by their shipments, unless they recognize early in the season the damage done to barley and pay farmers a price commensurate with the quality. Some shippers who have been fortunate enough to have bright, white barley for several seasons past say that all of the new crop brought in seems to be in deep mourning.

Do not forget that when you make a second bid to a farmer you convince him that you are not disposed to bid him all you can afford to pay for his grain, and only make a second bid because you are prompted to do so by competition. The dealer who credits the farmer's tales about competitors and permits him to induce a second and higher bid should reform and notify such fabricating farmers that he has resigned his membership in the National Association for the Encouragement of Lying.

At last politics, which recognizes no ability, but judges everything from a partisan standpoint, has brought about the displacement of Chief Grain Inspector Clausen, of Minnesota, who was recently re-elected to the position he has held for so many years to the satisfaction of the grain trade of the

Northwest. The hungry horde of office-seekers would not tolerate his retention so he heeded the wishes of the Governor and resigned the management of the department which he has raised to so high a standard of perfection.

Recently we have received several inquiries for the names and addresses of country elevator men who are prepared to supply clipped oats direct. It seems that some brokers and eastern buyers prefer to do their own mixing and wish clipped oats unmixed with barley and clipper dust. It would seem that such a demand could be supplied through any of the railroad clipping houses which clip and mix exactly as customers desire it. Country elevator men who are prepared to "supply" clipped oats will no doubt profit by making it known to brokers and eastern buyers. It has long been known that some of the operators of large private clipping houses have utilized barley and clipper dust to their own advantage.

Reports from different parts of the country are to the effect that grain, and especially oats and wheat, is being wet in shock. The rains are so frequent and heavy in some districts that some of the grain is decaying. Few are the districts which have not some wet wheat and it behooves the country buyer to keep on his guard, lest he fill up cars or bins with damp wheat. It will surely make him trouble. If there was ever a crop on which a drier was likely to prove a profitable investment it now seems that crop is the present one. Last season many elevator men reaped a harvest with their driers. The present crop will afford even greater opportunities to make money drying grain.

The grain merchants of Hamburg have recently issued an open letter to the grain departments of the commercial exchanges in Atlantic ports, in which they state that number 2 corn is arriving in Hamburg in a most unclean state, in fact, so dirty any deterioration in the quality of the grain during its voyage must be attributed to the dirt. In closing the communication they suggest that the inspectors be instructed not to allow such unclean grain to pass as No. 2. It seems likely that the foreign buyers are trying to get No. 2 corn at the price of 3 and low grade. The inspection at most Atlantic ports is very reliable. In some of the ports grain is blown without instructions from shipper, in order to rid it of dirt.

It seems that some dishonest stock buyers, and it may be some grain buyers also, have been using a weight

shrinker on their scale beams, as is shown by illustrated description in this number, quoted from circular of Superintendent of the Western Weighing Association. The dealer who bids a quarter or a half cent more than his competitor or himself can afford to do, and then captures a profit by shrinking the weight of the grain bought is not likely to succeed in business. One trick begets another, and finally his trickery will be found out by enough of his customers to make his continuance in business next to impossible. If you cannot compete fairly with your brother dealers and pay prices warranted by those ruling in terminal markets, go to them and make an honest plea in favor of fair profits and square dealing. It will win much oftener.

A Kansas dealer complains in this number that he is being driven out of business by a railroad company's discrimination in freight rates. We have heard something of this discrimination before, but the complaint does not seem to be general with the dealers of his section. If it is then the matter should be investigated. There is no doubt that freight rates are slowly but surely approaching nearer uniformity than they have been for many years. This has been so especially on the eastern lines since the first of January. The roads have had so much freight to transport that there was no necessity of rates being cut; in fact, it is nonsense for them to do so. As a consequence, rates have not only been steadier, but there has been greater uniformity than for years past. Uniform and steady rates are a boon much prized by the average grain shipper and it is to be hoped that the time will come in the near future when cuts and rebates in favor of this shipper and that shipper will be forever at an end.

Operators of elevators may think that the equipping of their elevators with dust collecting apparatus gives them immunity from danger of dust explosions, but they are greatly mistaken. In order to get the much desired protection it is absolutely necessary to keep the dust collecting apparatus in operation and in perfect working order. Running the fans two or three days a week won't do. The increase of the fire hazard is too great to permit it. Above all things it is necessary first to equip the elevator with up-to-date machines, according to ideas which experience has proven to be the best. It is not every elevator builder who understands how to put in a dust collecting system which will do the work for which it is designed. The manufacturer of dust collectors generally knows what his collector will do and how it should be arranged so as to give the best results.

The designing and arrangement of the piping is a matter of consequence which some have overlooked heretofore at great cost to the elevator man.

Loose methods cause more trouble for the grain shipper and the trade at large than all other causes combined, and generally the careless dealer is the one who loses most by his own carelessness. The dealers at large are not disposed to bear the burden of the errors of another. Recently the case of a Western Iowa shipper came to our attention in which he wired in response to a track buyer's card bid of 24 cents, "Sell 10,000 bushels corn at 24. Wire acceptance." Track buyer thought that shipper was asking $\frac{1}{4}$ cent over card bid, not being aware of an error in the card sent out. He wrote a letter refusing to buy at 24 and explained that bid was only 23 $\frac{3}{4}$. Shipper came back with sharp remonstrance, and, to appease him, track buyer wired, "Book 10,000 corn at 24." He then went into the market and sold in order to protect himself against any farther loss. The market continued to rise and the shipper refused to ship the corn. As a result, the track buyer was whip-sawed both ways, all because the country shipper did not adopt the proper and customary method of accepting the track bid. As a result the track buyer will suffer a loss of at least \$100.

Grain dealers all over the country should profit by the experience of Texas dealers who were so unfortunate as to ship grain to parties at Hazelhurst, Mississippi. That state has a very unique law which provides that, "A bank or other person collecting a draft with a bill of lading attached shall retain the money so collected for twenty-four hours after the delivery of the goods." It is customary with Mississippi sharpers to buy grain, pay drafts on same, and then, as soon as grain is opened, and sometimes before, they declare it to be not up to grade and immediately garnishee the bank for the money paid. In the two cases of the Texas shippers who shipped to Hazelhurst the oats shipped were sold for what they would bring while the bank held the amount of the drafts, as required by the law, and then these Mississippi buyers who thought themselves so very cute, attached the shipper's money in the bank to cover the loss (?) on the grain. The oats were sold on contract at 29 cents. The avaricious buyers could not restrain their desire to take advantage of a good thing and, first each sold his car to the other, at 10 cents a bushel. After talking the matter over with their lawyer, they became somewhat scared and each sold

his car to the other at 10 to 12 cents more a bushel than before. It was a skin game from start to finish. They had no desire to protect the shippers' interests and their great greed as much as anything else brought them to grief. If any of our readers are doing business with Mississippi parties we trust they will profit by the experience of the Texas shippers, and be careful.

A number of country shippers who sell corn their track have been forced to stand some heavy losses recently owing to the deterioration of grain in cars at terminals after first inspection. Naturally, this injustice has resulted in many protests and finally in the adoption of a protest and petition by the Grain Dealers' Union of Southwest Iowa and Northwest Missouri. The resolution is published with the proceedings of the Union's meeting in this number. It is not fair to a country shipper to compel him to accept settlement on the basis of the quality of his grain shown by reinspection five to twenty days after first inspection upon arrival in terminal market. Of course, if any trickery has been indulged in by the shipper, that is, if he has plugged his load and the inspector who examined grain upon arrival did not detect it the track buyer could not fairly be expected to accept plugged load, even though it was discovered one month after first inspection. It is not the desire of the country shippers to ask for protection for any one who indulges in dishonest practices. Several track buyers who have sent country shippers settlements on the basis of a reinspection ten to fifteen days after first inspection have quickly made amends where their attention has been called to the injustice and then settled on basis of first inspection. A majority of card bids sent out stipulate that terminal weights and grades shall govern in the settlement, and also that grain missing grade shall be applied on contract at market difference day of arrival. There is nothing in card bids nor in trade customs existing prior to the present season which would lead a shipper to understand that he must guarantee the quality of his grain until track buyer had unloaded same. If it became the custom to guarantee grain there would be many and frequent failures among the country shippers, because it would be directly to the interest of track buyers to delay grain every time the market declined in the hope of deterioration in its quality and a settlement for the grain at the market difference ruling day of last inspection. The establishment of such a rule would quickly bring track buying to an end. However, there is not much probability of its becoming the custom. A few track buyers seem to be disposed to insist on settlement based on last inspection, but

as soon as they get a little more light on the subject and shippers get their bearings there is no doubt that they will quickly change their practices. The general consensus of opinion is to the effect that if track buyers desire reinspection they must secure it before the expiration of 24 hours. If grain deteriorates in quality during that short period then it is reasonable to suppose that the first inspector may have erred a little, and that the grain was not in prime condition upon arrival. There is no necessity of country shippers accepting settlements on the basis of reinspections made three to thirty days after first inspection, and if they will protest vigorously and persistently doubtless no track buyer will insist upon their accepting settlements on such a basis.

LETTERS FROM THE TRADE

BIG CAR OF OATS. WHO BEATS IT?

Grain Dealers' Journal: I have seen some reports on cars containing largest number of bushels of oats. How's this? Mr. C. A. Harvey, of Bradfordton, Sangamon county, Ill., my partner, loaded into B. & O. S. W. car No. 17,104, 2,016 bushels 8 pounds. Who beats it?—Edwin Beggs, Ashland, Ill.

TO CHECK INSPECTION AS WELL AS WEIGHTS.

Grain Dealers Journal: I was quite interested in the letter from Mr. Bomberger, of Gowrie, Ia., in the July 25 edition of the Grain Dealers Journal. Mr. B. suggests that if a check weight bureau were established at terminal points they could look after improper inspection as well as weights, which in the writer's estimation need attention, especially where selling to track buyers.

Mr. B. says if the check weight bureau is established he will join the Grain Dealers' National Association. I would like to ask Mr. Bomberger if it were not better to join the G. D. N. A. and by that means, as well as any other, help the G. D. N. A. to establish such check weight bureaus?—N. S. Beale, Tama, Ia.

NO POCKET BINS IN CHICAGO ELEVATORS.

Grain Dealers Journal: In your issue of July 10th you have an article, by L. B. R. R., regarding pockets in a grain elevator, that is too absurd to receive any attention, but there may possibly be a few shippers inclined to believe there is some truth in the article. Grain being unloaded from cars is discharged into elevator pit, or boot and carried to scale garner or scale by elevator buckets and cannot be discharged anywhere else. Any grain that fails to lodge in garner or scale returns to boot and is again elevated. This continues until entire load has reached scale.

Elevator legs are entirely enclosed from lower floor to elevator head without any break. Mr. L. B. R. R. not having given his name or address, we extend to him, through your columns, an invitation to visit us and we will join him in a tour of inspection until he is satisfied of his error.

We will be pleased to receive any in-

formation Mr. L. B. R. R. may possess that will tend to verify his statements, and if he will produce any evidence I assure you it will receive our attention, as we are doing our utmost in the interest of the shipper. I respectfully refer Mr. L. B. R. R. to my article in your issue of April 10th. Yours truly, H. A. Foss, Board of Trade Weighmaster, per Le Beau, Chicago.

DRIVEN OUT OF BUSINESS BY DISCRIMINATION.

Grain Dealers Journal: Discrimination in rates to exporters has driven me out of business and I am forced to quit. Grain dealers' associations may be a good thing for some, but all they have done for me is to collect dues. I understood when I joined the associations that one of the duties of the associations was to look after the interest of each member in good standing; but so far as I can learn there has never been anything done to secure equal rates for all grain dealers.

What does it matter about weights at terminal points if an export company has a five-cent rate per hundred over the common shipper? I have read The Journal every word through and must say the grain men are all treated alike as far as rates are concerned, from the reading of it. All the talk is scoop-shovelers, or lending bags to customers, which, in my opinion, does not amount to anything. That will adjust itself. Equal rates is all I ask with any of my fellows, and if I can't make an honest living with any of my competitors I will go at something that I can.

I have tried to get our association to appoint a committee to go to the railroad and see if there could not be something done in the matter; but they say they do not want to antagonize the railroads, and if I can prove what I say they will take it up. Now, if I could prove it I would not ask the association. I would put everyone concerned in the unlawful business in the penitentiary without asking the aid of the association. But it is help I need, and I can not get any from those that agreed to help in time of need. Texas is the only state that is doing anything for its members.—B. F. Cary, Freeport, Kan.

HISTORY OF TWO CARS OF CORN.

Grain Dealers Journal: I wish to give you the plain facts regarding two cars of corn which I sold to a Chicago track buyer. It is an interesting experience every regular shipper will enjoy reading about; not because it is the only time such a thing has happened, but because it bears out fully the impression of shippers that inspectors and samplers at terminals are not infallible.

The report I received June 15 stated that car No. 03122 was graded No. 3 corn, discount ½ cent, shrunk and damaged. Car No. 03168 was graded 4 corn, bad and damaged, 3¾ cents off.

This displeased me so I wired to a friend, a receiver, to take charge of the corn.

June 17 I received telegram, as follows: "Your two cars corn heating. Shall we unload? Answer quick."

I did not believe it, so was not uneasy. The man who loaded the corn wrote me: "It was good 3 corn. All should have graded alike, for all came out of one crib and I could see no difference in the quality. If one car was

3 corn then both were. All the unsound corn in it was from the outside of crib."

I felt certain my interests were safe in the hands of my friend, so did not get excited.

June 18 I received a letter from the track buyer, in which they said:

We received your telegram yesterday morning asking for reinspection on cars 03122 and 03168. We immediately gave instructions to have these cars held out and had them resampled. The corn in these cars is heating and of course the inspector refused to raise the grade. We wired you to this effect asking you if we should unload the cars but have not received any reply from you. If we do not receive instructions to unload the cars today we shall not be able to apply these cars on contract except at the price of "No grade" corn.

Under the circumstances we do not feel justified in appealing to the committee to get the cars made No. 2 corn until we hear from you further. Of course it will be the height of folly to do so and you will only lose the \$5.00 per car. We have tried to follow your instructions exactly in regard to this matter and are sorry it is turning out bad for you.

Sympathy of the I-told-you-so class is never consoling, but rather irritating.

Enclosed with the letter were certificates signed by one claiming to be an official grain sampler, in which he certified that Iowa Central car 03122 corn was "heating" and Iowa Central car 03168 corn "heating in bottom, south end and center."

The report was not credited.

June 20 I received the following letter from the track buyer:

Since we wrote you Saturday the supervising inspector has examined your two cars personally and he says the heating noticed by the sampler was merely atmospheric and the cars are not likely to get out of condition. He also confirms the original inspection. Under the circumstances we accepted the car of No. 3 corn at $\frac{1}{2}$ c discount and turned the car of No. 4 corn over to Mr. —. We told him we would accept this car at 3c off, which we are able to do for the reason that the discount on No. 4 corn in this market has decreased since we originally made the discount. He is having the car resampled again and the matter is in his hands. We are willing to accept it at a fair discount but can not give you more than it is worth on the market.

I was amused, I was pleased.

June 21 I received another letter from the track buyer, which was even more encouraging, as is shown by the following:

Mr. — informed us this morning that he had car No. 03168 resampled and that the inspector had looked at it again and this time calls it No. 3 corn. Technically of course we could refuse to accept it as such since the inspector who last made the grade is of a lower rank than the one who called it No. 4 corn, but we do not feel like standing on the technicality of the matter and since the corn seems to be pretty good have decided to settle the matter by taking it at your discount of $\frac{1}{2}$ c. We did our best to get accurate information and samples of the car but it seems we were misinformed in regard to it.

I was satisfied but somewhat aggravated by my narrow escape from a heavy loss. I protested to the chief inspector in a somewhat vigorous letter and received the following reply:

Our records show car No. 03122 inspected as No. 3 corn and reinspected on the 19th inst., as 3 corn. Car 03168 inspected 4 corn and reinspected on the 20th, changing it to 3 corn. Our inspector may have been a little too rigid, but is perhaps excusable owing to the present very unsatisfactory condition of the corn crop of 1898.

It appears that the last crop of corn was not properly cured, and in some cases not even properly matured, the result being that the warm weather is exceedingly hard on it, and oftentimes corn is shelled in the country and is clearly a 3 corn, but two or three days in this hot weather and closed car brings it into Chicago in a heating condition.

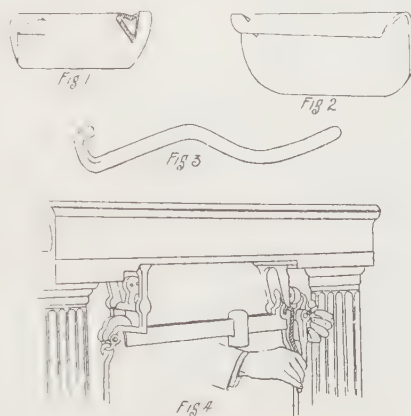
Our corn shipments from here east are

also very unsatisfactory. All we can suggest is that you instruct your receiver in this market to ask for reinspection when the grade does not meet your idea. If this is asked for promptly it gives our supervising inspectors an opportunity to see the grain.

I do think that it would be to the profit of a market to dispense with the services of such careless or incapable samplers and inspectors as the foregoing shows to be employed in setting values on shippers' grain. It will surely drive business to other points. If any others have had similar experiences I do hope they will give publicity to the evidence, for the purpose of forcing an improvement. Iowa Shipper.

A DEVICE FOR SHRINKING WEIGHTS.

Geo. L. Carman, superintendent of the Western Railway Weighing Association and Inspection Bureau, has discovered a device for shrinking weights on scales which has been used by some grain and stock shippers. Mr. Carman issued a circular regarding the shrinker, from which we take the following:



Device for Shrinking Weights.

The fac simile herewith is a device that has just been discovered as having been sold to parties buying grain and live stock at several stations on roads members of this association in Iowa. The modus operandi for handling this device is shown by the cuts and explained below.

Fig. 1 shows the appliance, which is V-shape and made of hardened steel; the end introduced has a raised portion, or, in other words, a lug on one side, which has a tendency when introduced to lengthen the beam so as to cause it to weigh less than it should weigh. Fig. 2 shows another section of the shrinker. Fig. 3 is a handle made so as to fit over the top of the scale beam, and is used to tip the scale beam so that one hand pressed on the rod connected with the lever on the scale raises the loop connected with the beam so as to allow a space to insert the shrinker in the diamond shape knife, or bearing, on each side of the scale holding the rod. Fig. 4 shows the handle in place, with the hand pressing on the rod in order to raise the ring, which fits on the diamond shape lug on the scale beam, showing the shrinker as being put into the aperture.

Information reached me some days since that this appliance was in the hands of several buyers of grain and live stock. I visited one of the stations,

procured one of the appliances, which are being sold at from \$25 to \$50 each by a party who represents himself as a solicitor for a prominent live stock firm in Chicago, the solicitation of business for this firm being a blind to cover his transaction while introducing and selling these devices; in other words, after he once solicits shipments from the firm he then introduces the subject as to whether the dealer wants to make some money by the use of a "shrinker," as he calls it. He says to the buyers: "Don't you want to know how to get even with the farmers who fill their stock with swill before bringing them to market for sale? I have a device that will shrink hogs from 10 to 15 pounds each." The buyer, of course, becomes interested, and in some cases have purchased the article, while others have taken it to use with the understanding that they would ship some of their stock to his firm, on which this party receives a commission.

Several tests were made by me on scales on which this device was placed, with the following results:

First test—The scale balanced properly at 1,000 pounds' weight.

Second test—With the shrinker attached it balanced at 800 pounds.

Third test—Four hogs were weighed without the attachment; result, 1,310 pounds.

Fourth test—Four hogs were weighed with the shrinker; first weight, 1,280 pounds; second weight, with the shrinker, 1,270 pounds, showing a difference between the actual weight and the second weighing with the shrinker of 40 pounds, or 10 pounds per hog.

Fifth test—This was made by weighing 12 hogs without the shrinker; result, 4,545 pounds; 12 hogs with the shrinker weighed 4,405 pounds, a difference of 140 pounds, or an average of 11 $\frac{1}{4}$ pounds per hog.

The use of this shrinker must, of necessity, be of great interest to every road, in consequence of the fact that a buyer of hogs or grain using this shrinker can afford to pay from 10 to 15 cents per 100 pounds more than the Chicago markets would warrant, and more than his competitors at near-by stations could afford to pay, thus creating an undue competition, which is hard to overcome when such means are used in connection with weights.

There are some stations where, no doubt, this shrinker is being used, as it is claimed the prices paid for hogs and grain are in excess of what can be paid on the basis of the Chicago market, from day to day.

I have been directed by the members of the executive committee to have this fac simile distributed to the roads, as they believe that every road should place in the hands of their traveling freight agents, and agents, one of these circulars, in order that they may investigate the conditions of scales at stations on their line, as it may be in use on some scales where elevator weights are being accepted in lieu of actual track scale weights, thereby causing loss of revenue.

I will have a copy of this circular sent to the chairman of the board of commissioners of the states of Illinois, Iowa, Wisconsin, Minnesota, Kansas and Nebraska, in order that they may take such action as they may deem advisable in order to protect their constituents as well as the railroads.

FEED MILLS FOR COUNTRY ELEVATORS.

A feed mill makes a most profitable addition to the equipment of a country elevator. It gives the country elevator man a chance to dispose of all of his off-grade grain at a much better price than he could possibly obtain otherwise. It also gives his man employment during the dull season, in that he is in a position to furnish his patrons, the farmers and local buyers, with their ground feed.

If the elevator man is enterprising, and has no grist mill to compete with he can grind corn meal and find a ready demand for it among the grocery men in his territory. For nowadays with a roller mill it is possible for the country elevator man to do the work and produce the results as well as the flour miller.

The cut shown herewith represents one of the Willford Light Running

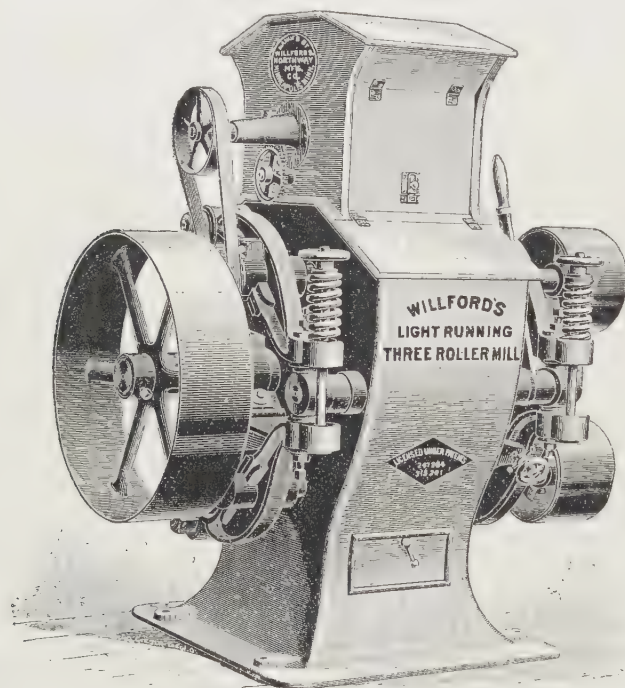
This mill is built in various sizes and requires only six to seven horse power to grind 50 bushels of feed per hour. The adjusting of the rolls to the exact grinding needed is easy. The rolls also keep in place while doing the heaviest work, the mill works rapidly, keeps cool and does even, clean grinding.

The Willford mills have been on the market for the last twelve years, and are now to be found in operation in nearly every state in the Union.

ASKED AND ANSWERED

GRAIN DEALERS WHO USE OAT CLIPPERS.

A. W. Thomson, Board of Trade, Indianapolis, Ind., wants a complete list of grain dealers in Indiana and Illinois



Willford's Light Running Three-Roller Mill.

Three Roller Mills, manufactured by the Willford Mfg. Co., Minneapolis, which is used very extensively by elevator men and others engaged in grinding feed for a profit.

In this mill there is a novel idea adopted in the sizes and the placing of the rolls. A large roll is placed in the center of the mill and two smaller ones are placed at either side of the large roll—one just a little above the center and the other just a little below. A force feeder is used which sends the grain in an even stream over the rolls. It has a perfect arrangement for throwing on and off the feed and a simple adjustment for throwing the rolls apart. It is noiseless. A very small amount of power is required for the work that it does, which alone is a big item in elevator work. This is brought about to a certain extent by having the large roll in the center which acts as a balance wheel and consequently causes the mill to run easier. This large roll also gives two and one-third times the surface speed of the other two rolls, thus enabling a very simple belt drive to be used for the entire driving of the mill.

who operate oat clippers in connection with their regular business.

FLAXSEED IS GRAIN.

H. W. Childs, attorney general of Minnesota, with regard to flaxseed being included within the term "grain," as contemplated by the grain inspection laws of Minnesota, has said: The question is not wholly free from doubt and must be answered with little aid from adjudications by the courts. The statute in question should receive a liberal construction. When it is declared to be "the duty of every public warehouseman to receive for storage any grain dry and in a suitable condition for warehousing that may be tendered to him," the term includes, in my opinion, flaxseed as well as wheat; and, if that construction is to be placed upon the term as used in that construction, it adheres to it throughout the grain inspection act. The purposes to be subserved by the act apply as well to flaxseed as to the cereals commonly received as grain. I am aware that the term "grain" is usually employed with reference to

the cereals constituting food of man and beast; but to restrict the term, as used in the connection referred to, to that definition, would do violence to the plain import of the act. In an Iowa case (55 Iowa, 323), where an action was brought to recover for the loss by fire of a stack of flaxseed, and a defense was interposed that the seed was not included in the term "grain" as employed in the policy of the defendant insurance company, it was held that the defense was not well-taken. I am of the opinion that a fair construction of the statute extends the term as therein used to flaxseed.

REINSPECTING GRAIN BOUGHT ON TRACK.

The reinspecting of track bought grain 5 to 20 days after first inspection in the terminal market, after it has had time to heat and deteriorate, and the settlement with the shipper by track buyer on the basis of the last inspection was threatening the trade with so much trouble, that the following letter was sent to a number of track buyers and dealers of the central markets:

(1) In your opinion, should track buyer accept grain bought at the grade given it by the official inspectors day of arrival in terminal market, or should he be given stipulated time in which to reject or apply for reinspection of grain? If so, why?

(2) If privilege to have grain reinspected is to be granted, how much time after arrival should track buyer be given in which to demand it?

(3) Is reinspection two or more days after arrival fair to the country shipper? Is it in keeping with the spirit and letter of the card bids, or with trade customs?

From the replies received we quote the following:

L. Bartlett & Son, Milwaukee, Wis.: It is our opinion that grain bought on track subject to inspection at central markets should either be accepted or rejected within twenty-four hours after its arrival, as otherwise the buyer would have too great a latitude to work on and can take advantage of the fluctuations in the market. So long, however, as country dealers prefer to dispose of their grain in this manner, they must expect a buyer to take every advantage that he can.

Ware & Leland, Chicago: In our opinion a track buyer of grain should accept grain bought if misses grade at the market difference on the day of arrival. If he calls for reinspection, he should do it with all justice on the same day and then settle at the market difference on the day he receives the report that the grade is changed or on the day of the arrival. We rather think the day on which he receives the report of the reinspection would be the proper day, as he could not very well settle until he knows what the grade is. He should not have until the next day to call for reinspection, as this leaves matters open and gives him too much advantage.

P. B. & C. C. Miles, Peoria, Ill.: It has been customary for many years in the Peoria Board of Trade for buyers to accept grain bought to arrive at the grade given it by official inspector on the day which it arrived. If there is any question as to whether grain has been inspected fairly or not, a reinspection is ordered at once. For various reasons we do not believe it is fair to the country shipper to wait 2 or 3 days after arrival of grain before ordering a reinspection and it is not in keeping with the custom here.

W. A. Rundell & Co., Toledo, O.: (1)

Yes, cannot reject unless it is clearly shown inspector has blundered. (2) Should demand reinspection at once. (3) Reinspection should take place at once unless there should be a blockade, or something of that sort, in which case circumstances would rule, but, as a general thing, disputed cars are given the preference and shippers get the full benefit of a decision.

Daniel P. Byrne & Co., St. Louis, Mo.: The track buyer should accept grain as graded by the official inspector on arrival. This applies to wheat, rye and corn. Oats are always inspected subject to change, as it is impossible to make a thorough test by tryer. All grain should be unloaded in a reasonable time and if found to be plugged the buyer would have a right to reject same. The rules of our exchange call for requests for reinspection to be filed by 11 a. m. the next business day.

Chas. D. Snow & Co., Chicago, Ill.: (1) Should be accepted "subject to reinspection," if so stated at time of purchase; because the shipper is at fault (a) if he overloads a car so that it is impossible for the inspector to examine all parts of it, (b) if he loads damp grain, or new grain in a heating condition such that it is impossible for the shipper's railroad to deliver the property in as good condition as when inspected. The initial railroad is the agent of the seller. It is a principle of equity that no man may profit by his own errors. It is an error of the shipper to overload cars, or to load grain that is likely to spoil on his hands, and the risk should be his until the actual transfer and control of the property to the buyer, or his agent, has been given. (2) After having given notice, at time of purchase, of his intention to call for reinspection, the buyer should be responsible for his purchase, according to original inspection, unless the reinspection has been made, and the grade lowered, before the end of the next business day following the purchase. This imposes due diligence upon the buyer, and should work no hardship to a cautious shipper. Two days is a fair limit. (3) If the consignor ships any property of which he has doubts regarding its keeping qualities while being transmitted in the ordinary course of business from himself to the consumer, the risk should be his own, the same as though he had not delivered the property to a common carrier. If it deteriorates in the hands of his agent the loss should fall upon the shipper. This is strictly in keeping with equity, and the trade custom to which the buyer is bound to comply when he attempts a resale.

The Middle Division Elevator Co., of Chicago, has brought suit against J. E. Hawthorn and others for \$5,000, alleged to have been withheld while agent for the company.

Judge Laughlin has denied the Northern Elevating Co. a new trial of its suit against the Lehigh Valley Railroad Co., to recover \$29,383 for wheat burned in the Sturges Elevator at Buffalo in 1897. It is said an appeal will be taken.

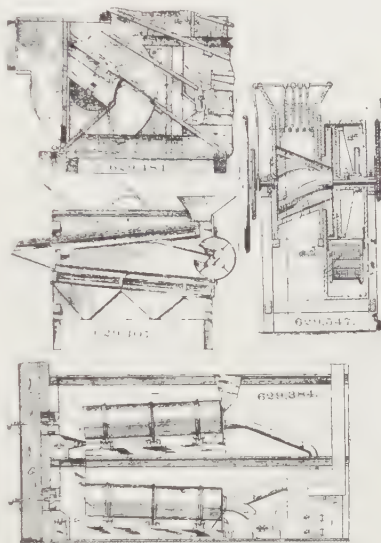
Amanda E. Stichtenoth, wife of a wealthy citizen of Cleveland, O., has brought suit to recover \$51,232 on account of money lost by her husband in dealings with Central Grain & Stock Exchange of Chicago, a big bucket shop.

PATENTS GRANTED

George C. Camehl, of New Orleans, La., and John H. Foggitt, of St. Louis, Mo., have been granted letters patent No. 629,422 on a grain door for cars.

George Wellington, of Emerson, Neb., has been granted letters patent No. 629,407 (see cut) on a grain cleaner. The principal feature of this machine is a series of screens of different sized meshes over which the grain flows and a fan for creating a suction to draw off the dust.

John Q. Adams, of Marseilles, Ill., has been granted letters patent No. 629,484 (see cut) on a cleaner for corn and other cereals. The principal feature of this machine is the combination of several air passages with a fan in a suitable casing, thereby producing a current of air which removes the dust and dirt from the corn or other cereals that are being cleaned.



Albert Raymond, of Chicago, has been granted letters patent No. 629,604 on a separator. The principal feature of this separator is a traveling belt mounted on pulleys and inclosed in a casing having a funnel mouth at one end and an aperture in the bottom. The belt is run at a high speed, thus shooting the material to be separated out of the funnel mouth into a reverse current of air, the particles to be separated having the greater momentum are forced through the air current, while those with less momentum drop into a receiving chamber.

Albert G. Manns and Charles H. McDowell, of Chicago, Ill., have been granted letters patent No. 629,384 (see cut) on a drier. This drier consists of an upper rotatable cylinder having a downward inclination in the direction of its discharge end, an open discharge end for the cylinder, and a stationary head at the receiving end of the cylinder around which the cylinder revolves. The hopper for the material to be dried communicates through the stationary head with the receiving end of the cylinder. There is a means for introducing through the stationary head a hot blast of air directly against the material as it enters the cylinder from the hopper. There is also a lower and ro-

tatable cylinder located in line with and having its receiving end at the discharge end of the upper cylinder and having a downward inclination in the direction of its discharge end. This cylinder is constructed on the same principle as the upper one and has a means for introducing a blast of air of less temperature through the material to be dried.

Albert B. Couch, of Pelham, Ga., has been granted letters patent No. 629,574 (see cut) on a machine for hulling and polishing grains. This machine consists principally of a suitable frame containing a cone which has rows of removable teeth. This cone is surrounded by a casing with a hopper above. At the smaller end of the cone attached thereto and at right angles to it is a rotatable disk parallel to and in close proximity to this disk is a stationary disk. The rotation of cone during the hulling process causes the seeds to be delivered between the disks, where they are polished. Below the disks are located a suitable grading screen and a fan.

REGULAR DEALERS OF IOWA.

In addition to the names and addresses of regular grain dealers of Iowa which were published in the Grain Dealers Journal for Feb. 25, May 25, June 25 and July 10, we have received the names given below. Regular dealers will confer a favor by sending us corrections and additions should they discover any errors or omissions. Other names will be published in future editions.

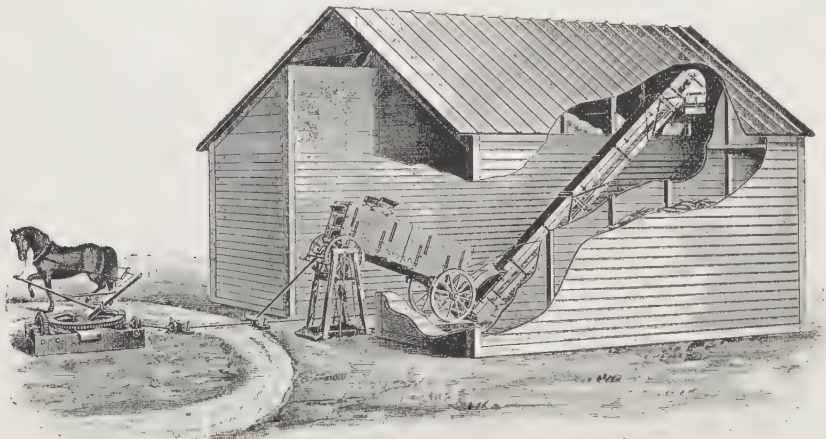
Liscomb, Ia.—Wellington Russell & Son.
Little Cedar, Ia.—Lambertson Elevator Co.
Little Rock, Ia.—E. A. Brown; Shell & Van Eaton.
Little Sioux, Ia.—M. Murray.
Livermore, Ia.—H. S. Buell; G. H. Norton.
Logan, Ia.—Jas. A. Yates.
Lohrville, Ia.—D. A. Evans; Jos. Pratt.
Lone Tree, Ia.—F. H. Kirchner; John Kirkpatrick.
Long Point, Ia.—A. Kubicek, eltr.
Lorimer, Ia.—J. D. Donner.
Lost Nation, Ia.—A. H. Gish.
Lovilia, Ia.—John M. Castner.
Lucas, Ia.—W. E. Hanks.
Luther, Ia.—McFarlin Grain Co.; John A. Moyers; Jos. Pratt.
Luton, Ia.—E. A. Abbott & Son.
Luverne, Ia.—Central Elevator Co.; W. L. Niver.
Luzerne, Ia.—W. A. Mall, eltr.
Lynnville, Ia.—Macy Bros., eltr., 40m.
Lyons, Ia.—Thomas C. Hanner.
McCallsburg, Ia.—P. C. Hansen; John P. Hessen; W. D. Marsh.
McCausland, Ia.—Thos. W. McCausland.
McGregor, Ia.—Gilchrist & Co.; Hunting Elevator Co.; McMicleas & Son.
Macedonia, Ia.—T. J. Young; Micklewait & Young, eltr., 25m.
Madrid, Ia.—C. S. Lawbaugh; McFarlin Grain Co.
Malcom, Ia.—F. P. Hubbard.
Mallard, Ia.—C. J. Hahn.
Manilla, Ia.—John Bros., eltr., 10m; H. A. Quinn & Co.; St. Paul & Kansas City Grain Co., eltr., 40m; C. A. Brown.
Manley, Ia.—Geo. L. Bosworth; D. A. Mitchell.
Manning, Ia.—S. B. Fritz; Grantz & Gloe; D. W. Patten; Manning Mercantile Co.
Manson, Ia.—Jas. Harper & Co.; Clark Bros. & Co.; F. E. Malden.
Maple River, Ia.—Fritz Casper.
Mapleton, Ia.—St. Paul & Kansas City Grain Co.; L. H. Valentine; Hancock & Co.; Putzier & Lamp; Crow & Butler.
Marathon, Ia.—Goltry & Son, eltr., 60m; Wells Bros., eltr., 35m.
Marble Rock, Ia.—B. M. Angel.
Marcus, Ia.—E. J. Edmonds, eltr.; Marcus Shipping Association; Chicago O'Neil Grain Co., eltr.
Marne, Ia.—De Fudge; Jurgen Greve; Smith, Patton & Co.; Ringle Bros. & Co.; W. E. & E. G. Simpson.
Marion, Ia.—T. G. White.
Marsh, Ia.—Beck & McClurkin, eltr.; F. M. Elliott.

PIONEER PORTABLE DUMP AND ELEVATOR.

Loading grain from wagons into bins or cars and corn into cribs, by manual labor, is a slow and exhausting task, especially when many loads have to be transferred. A mechanical device for doing the same work by horse power is so obviously necessary that several arrangements have been suggested, most of them unpractical.

In the Pioneer Portable Wagon Dump and Elevator, shown in the engraving, are combined many novel features, by which are secured the merits of cheapness, portability, ease of operation and adaptability to different conditions.

The apparatus consists of a dump platform with wheels for moving from place to place, a chute, hopper, elevator, distributing spout, horse power, and shear derrick. The load is driven on the platform from any direction and swings on a pivot and rollers, thus bringing the rear end of the wagon in direct connection with the hopper of the elevator. The forward end of the wagon is raised by a crank, turned by one man or a strong boy.



Pioneer Portable Dump and Elevator.

The elevator is made in three sections, the middle one containing no driving machinery. The middle section can be taken out and a longer or shorter one quickly inserted to adapt the length of the elevator to suit any place. The elevator is lined with a steel trough, along which steel scrapers are drawn by a double chain. The upper end of the elevator is supported by two poles with rope and pulleys.

In busy seasons the elevator man will find this dump and elevator a valuable addition to his regular facilities. No one who cribs a large quantity of corn should be without a Pioneer dump and elevator. The machine enables the cribs to be filled to the roof, and without shoveling. They can be built much higher, thus effecting a great saving in building material, as the same foundation and roof will serve for a crib with one-half more capacity, with only the slight additional cost of a few tie rods. In loading cars, three cars can be set together, and with the elevator set to the middle one, and with temporary spouts set to the end ones, the three can be loaded with different kinds of grain, or with three grades of the same grain. Additional information may be obtained by addressing the manufacturers, the King & Hamilton Co., Ottawa, Ill.

THE SUPPLY TRADE

Blackwood said: There is but one way of obtaining business—publicity; but one way of obtaining publicity—advertising.

Within a short time the Marseilles Mfg. Co., Marseilles, Ill., has shipped five carloads of its New Process Dustless Corn Shellers into Texas.

The Barnett & Record Co., Minneapolis, Minn., have prepared plans for a 1,000,000 bushel elevator which is to be built at Allouez bay, Duluth, for the Omaha road.

The E. H. Pease Mfg. Co., of Racine, Wis., recently made a shipment of its grain cleaning machinery to New Zealand. This firm has quite an extensive foreign trade.

The Barnard & Leas Mfg. Co., of Moline, Ill., have recently opened an office in Chicago at 703 Royal Insurance Building. W. H. Caldwell will be in charge of same.

The "Grain Crops of 1899," "A Hint from Chicago," has recently been issued

There is some talk of starting an elevator bucket factory in Minneapolis, Minn. It is claimed that manufacturers of elevator buckets have been crowding up the price on these goods and to such an extent that jobbers of elevator and mill supplies have no means of protecting themselves on contracts already taken on the basis of old prices. It may be the jobbers have not taken into consideration the rise in the price of iron.

M. J. Travis has just built for Hall & Robinson a 10,000 bushels elevator at each of the following points, Belle Plaine, Andale, Haven and Iuka, Kans. He writes that he has contracts for building a 15,000 bushels steam power elevator at Manley, Neb., a 10,000 bushel elevator at Liberty, Mo., for the O. H. Corbin Milling Co., a 10,000 bushels elevator for M. T. Williams & Co., of Caldwell, Kans., besides several smaller jobs.

A Book of Power Transmitting Appliances, is the title of Catalog "K" recently issued by the Webster Mfg. Co., Chicago. This catalog deals only with power transmitting machinery, shafting, hangers, sheaves, friction clutches, etc. The first forty pages of the catalog is devoted to rope transmissions, its origin, the systems used and the advantages of rope transmission, there is also a number of detailed drawings in connection. The pillow blocks, post hangers, couplings, sheaves, etc., are well illustrated and in connection are drawings showing the exact sizes. The catalog is printed on book paper and bound in a flexible cloth cover.

GOVERNMENT REPORT.

John Hyde, statistician of the Department of Agriculture, in his report of August 10, gives the average condition of growing crops on August 1, as follows: Corn, 89.9; spring wheat, 83.6; oats, 90.8; barley, 93.6; spring rye, 89; buckwheat, 93; potatoes, 93; timothy hay, 86.7. The average condition of spring wheat declined 8.1 points during July, and on Aug. 1 it was 12.9 points lower than at the corresponding date last year, 3.1 points lower than on Aug. 1, 1897, and 3 points below the mean of August averages for the last ten years. The condition in the principal states is as follows: Minnesota, 90; Iowa, 89; Nebraska, 66; South Dakota, 84; North Dakota, 86; Washington, 85; Oregon, 81.

The average condition of corn improved 3.4 points during July, and on Aug. 1 it was 2.9 points higher than at the same date last year, 5.7 points higher than on Aug. 1, 1897, and 3.2 above the mean of the August averages for the last ten years. The averages in the principal states are as follows: Ohio, 90; Indiana, 94; Illinois, 91; Iowa, 82; Missouri, 88.

The average condition of oats improved .8 point during July, and Aug. 1 it was 6.6 higher than at the same date last year, 4.8 higher than on Aug. 1, 1897, and 8.3 above the mean of August averages for the last ten years. The averages in the principal states are as follows: New York, 90; Pennsylvania, 98; Ohio, 93; Missouri, 93; Michigan, 100; Indiana, 96; Wisconsin, 96; Illinois, 102; Minnesota, 95; Iowa, 94; Kansas, 85; Nebraska, 92.

The proportion of the oat crop of last year in the hands of the farmers is estimated at 6.9 per cent., as compared with 6.4 per cent. of the crop of 1897 in

by the Hess Warming and Ventilating Co., of Chicago. Elevator men especially will be interested in its contents.

The Osgood Scale Co., of Binghamton, N. Y., has involuntarily raised the wages of its employees ten per cent. This speaks well not only for the fairness of the employers, but of the prosperity of the firm.

American manufacturers prefer the foreign trade to the home trade, for the reason that they receive a better price for their goods and receive their pay for same as soon as the goods are delivered in New York or whatever port they are to be shipped from.

Manufacturers of grain handling machinery and dealers in elevator supplies at Minneapolis all are very busy, as also are those at every other point. Those intending to buy should place their orders early and thereby avoid a long delay in the improvements contemplated.

A new eighty-six page catalog and price list has been issued by the Marseilles Mfg. Co., Marseilles, Ill., describing its self-feeding power corn shellers, hand corn shellers and horse powers. Several pages in the rear are devoted to testimonial letters from the users of Marseilles goods, which make very interesting reading for intending purchasers of corn shellers.

farmers' hands one year ago, and 10.1 per cent. of the crop of 1898 in farmers' hands two years ago.

The average condition of barley improved 1.6 points during July, and Aug. 1 was 14.3 higher than at the same time a year ago, 6.1 points higher than on Aug. 1, 1897, and 8.6 points above the mean of August averages for the last ten years.

The average condition of spring rye declined .7 point during July, and on Aug. 1 was 4.7 lower than at the same date last year, and .8 point lower than on Aug. 1, 1897, but still 1.5 above the mean of the August averages for the last ten years.

MEETING NATIONAL HAY ASSOCIATION.

The sixth annual convention of The National Hay Association was held in Detroit, Mich., August 8, 9 and 10, and was by far the largest meeting ever held by the association, there being about 400 in attendance.

The Tuesday morning session was called to order at 10 a. m. by President D. W. Clifton, of St. Louis, Mo.

After a prayer by the Rev. Edward Collins, of Detroit, an address of welcome was extended to the association by Hon. Wm. C. Maybury, mayor of Detroit. Following this was an address to the association by Hon. Wm. Carson, president Detroit Board of Trade.

The Board of Directors made their report. The minutes of the last meeting being printed in pamphlet form were distributed among the members, thus doing away with the reading of same.

The afternoon session was called to order at 2:30 and the reports of the following committees were read: Committees on membership, transportation, legislation, arbitration and investigation, and grades. The report of Secretary and Treasurer F. F. Collins was also read. It showed that the association had received during the year \$1,317.10; expended \$834.31 and had a balance on hand of \$483.09.

The evening session was postponed to accept an invitation of the Detroit Yacht Club to attend a smoker and entertainment at their club house.

WEDNESDAY MORNING.

The meeting was called to order by President D. W. Clifton at 9:30.

The following committees were appointed:

Committee on Nominations: Geo. S. Bridge, Chicago; Fred C. Diebel, St. Louis; J. W. Dousenberry, New York; Robert Thorne, Pittsburg; H. W. Benedict, New Orleans; W. Bullock, Canajoharie, N. Y.; H. eLe Early, Cincinnati; George Warren, Saginaw, Mich.; Emory Kirwan, Baltimore.

Committee on Place: E. P. Boynton, Kansas City; Chris Dilkie, St. Louis; F. W. Rundell, Toledo; G. W. C. Johnston, Pittsburg; W. R. Mumford, Chicago; Wm. Hopps, Baltimore; E. L. Rodgers, Philadelphia; Geo. A. Root, Cincinnati; A. E. Clutter, Lima.

A paper entitled: "Then and Now, or the Old and New," was read by J. W. Fisher, Cincinnati, O.

Following this was a paper, "Mutual Confidence a Necessity Between Shippers and Commission Man," by H. G. Morgan, Pittsburg, Pa.

A telegram was read from the first president of the association regretting his inability to be present at the sixth annual meeting of the National Hay

Association. He sent his best congratulations and best wishes for the success of the association.

Letters were read from the Board of Trade, Saratoga Springs, N. Y.; H. J. Bohn, of the Hotel association, Chicago; Cleveland Business Men's Association, Cleveland; Chamber of Commerce, Baltimore; Citizens' Business League and Mayor, Milwaukee, and Board of Trade, Kansas City, extending most cordial invitation to the National Hay Association to hold its next annual at the respective cities.

The following resolution, presented by D. L. Campbell, Peoria, Ill., was then read and adopted:

Resolved, That it is the sense of this convention that the minimum weight of hay should be reduced in carload lots so that shippers would not have to pay any excess freight from points of shipment to destination.

A paper entitled "The National Hay Association," was read by Geo. S. Blakeslee, Chicago.

J. H. Hermes, of Cincinnati, asked the convention to restore the old grades on Nos. 1 and 2 timothy, in order that a uniform grading may be in vogue all over the country. He stated that the grades adopted at Buffalo last year had proved failures. A resolution covering these points was read and turned over to the committee on grades.

The convention adjourned at 11:30 to allow the delegates to prepare for an outing in the afternoon which consisted of a ride to Star Island and back on the Steamer Sappho.

Previous to the adjournment President Clifton said: I want to say something to you fellows who are inclined to be pessimistic about the hay business. Just because electric street cars, automobiles and other inventions are coming to the front, is no reason for you to suppose there will be no horses to eat hay. In St. Louis we sell more hay now than we ever did before trolleys came into use. Don't get discouraged; nothing will take the place of the horse. He is with us to stay and there is no need of our going out of business.

EXCURSION TO STAR ISLAND.

The afternoon ride on the water was most enjoyable. A band furnished music and dancing was the order of the hour. Refreshments and cigars were served. One of the most pleasant features of the trip was a stop at Walkerville, Canada, where the famous brand of Walker whiskey is made. A tour of inspection was made through the distil-

lery and the hay dealers were served bountifully to Mumms extra dry and cigars. On leaving this large distillery each visitor was presented with a handsome paper cutter, on which was inscribed: "Canadian Club." While at Walkerville a picture of the association was taken.

WEDNESDAY EVENING.

In the absence of C. A. Davies, Chicago, his paper How Should Hay be Marketed to Best Protect the Interest of Shippers and Receivers was read by R. H. Peterson.

A vote of thanks was tendered Mr. Davis for the able paper.

A paper on Old and New Methods of W. H. Curley, of New York City, read by F. M. Sheffield of Detroit.

W. H. Curley, of New York City, read a paper on National Inspection.

It was moved and carried that the Rev. Edward Collins, of Detroit, be elected an honorary member of the association.

A committee of three was appointed to inform Mr. Collins of his election. He was escorted to the convention room and with a few fitting words thanked the members of the association for the courtesy extended to him.

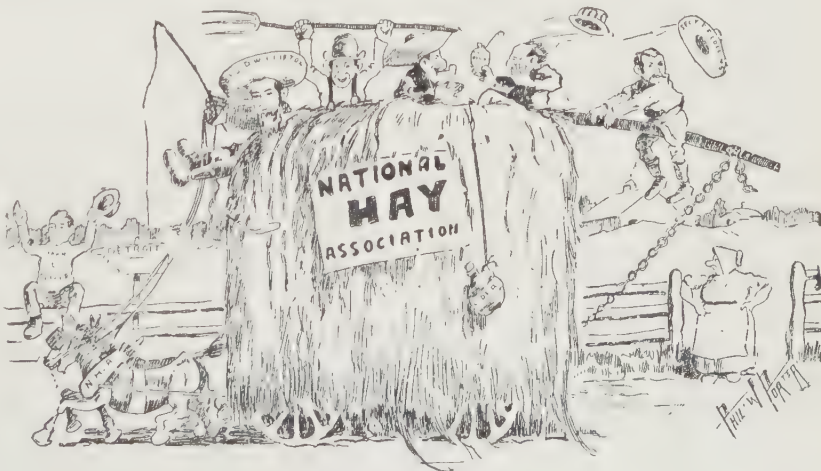
The meeting then adjourned to witness a vaudeville entertainment prepared for the dealers.

J. CARVER STRONG.

The suit of Kirwin Bros.' Grain Co., Baltimore, against T. J. Manning & Co., commission merchants of Charles Town, W. Va., has been decided in favor of plaintiffs, who recovered \$2,700 damages on account of commissions due.

C. C. Brawley, of New Madison, O., and the eight insurance companies who had policies on his burned elevator, have brought suit against the Pan Handle Railroad for \$13,000 damages, alleging that the fire was caused by sparks from a passing locomotive.

The supreme court of Indiana has decided that: Where a farm tenant delivers the share of grain due his landlord to a warehouse keeper and the latter pays him for the same without the knowledge or consent of the landlord such warehouse keeper is liable to the latter for the value of the grain so sold and delivered. Where the rent of a farm tenant is to be "grain rent" to be paid in separate kinds of grain raised, the tenant cannot out of one kind of grain pay the amount due the landlord from the other grains raised.



Committed by the Detroit Free Press.

MEETING OF GRAIN DEALERS' UNION OF S-W IOWA.

President D. Hunter, of Hamburg, called the meeting of the Grain Dealers' Union to order at Atlantic Tuesday, Aug. 1, 8:20 p. m., but being ill called J. D. Young, of Anita, to the chair, and retired.

Secretary Stibbens read the minutes of the preceding meeting.

The secretary of the Grain Dealers' National Association addressed the meeting on the reinspection of grain long after its arrival in terminal markets and the settlement with shippers on the basis of the last inspection. He cited several cases where track buyers had grain reinspected six to fifteen days after first inspection, and sent shippers account of sales on basis of last inspection. New grain standing on track in closed cars during the germinating period is sure to heat and get out of condition, if the temperature is high and rain falls. It is not likely to remain in condition if detained during such weather; track buyers know this, and should stand any deterioration resulting twenty-four hours after first inspection. If the country shipper is required to guarantee first grading of grain three, five or fifteen days after it will bring about endless confusion and work great injustice to the shipper. It is contrary to the letter and spirit of track bids as well as to trade custom. Unless the inspection on arrival prevails grain will be delayed in terminal yards and permitted to get out of condition every time the market declines. The track buyers should adopt some common practice in the matter; in justice to the shippers they can not obtain reinspection of sampling later than the day following first inspection. In order to get the question properly before the meeting I will present the following resolution:

Whereas, Several track buyers have held corn in cars an unreasonable time after its arrival and inspection, and then demanded reinspection because they considered corn below grade given it by official inspectors upon arrival, and

Whereas, They have compelled shippers to accept settlement on basis of lower grade, therefore, be it

Resolved, That the Grain Dealers' Union of Southwest Iowa and Northwest Missouri in convention assembled declare against shippers being required to stand any deterioration in quality of grain which occurs after first inspection of grain at terminal market; and also, be it

Resolved, That we petition the Chicago Board of Trade to adopt a rule requiring track buyers to accept grain on first inspection or apply for reinspection within 24 hours after first inspection.

M. R. Debush, Wiota: We had one case of that kind in Wiota this season. Mr. Russell shipped two cars of corn to Chicago in June. Upon arrival the cars graded No. 2 and No. 3. Six or seven days later the elevator firm demanded reinspection. Each car was graded 4 and track buyer forced shipper to accept settlement on the basis of that grade.

Upon motion of W. C. Sievers, Walnut, the resolution was adopted by unanimous vote.

W. F. Johnston, Fontanelle: I am pleased to meet the dealers from points along the Rock Island. I hope all will join before they leave this room. Become one of us; you will never regret it. The firm I represent, J. H. Hurlburt & Co., of Cumberland, has been greatly benefited by this association. We had a prolonged fight at Cumberland, and right here I wish to beg the pardon of

any of the Rock Island dealers whose toes were tramped on in that fight. It was settled by the Grain Dealers' Association. I doubt if it could ever have been settled, except through the influence of the Union. We have received valuable benefits. I understand there are some firms in this territory who are not disposed to live peacefully with their competitors. I hope they will get together. There is no money in the business when a fight is on.

J. D. Young, Anita: Our friend from Cumberland is right, they did tramp on our toes, and pretty hard, too. Much grain went right past our doors. I am glad they have patched up the trouble at Cumberland, but I somewhat fear that the fight will be renewed at that point this fall.

G. A. Stibbens, Coburg, read the following paper:

SECRETARY STIBBENS' PAPER.

There is probably no subject that has been discussed so much in the past two or three years as the grain business. At first thought a person would say there was nothing more to be said about it, but far from it, the business of buying and selling grain at a profit will still be discussed when you and I have passed to a more genial clime, and our posterity in one hundred years from this time will be wrestling with the same problem. We think the reason local dealers do not take more interest in association work, is that they expect too much in a short time. You do not stop to consider that this work is only in its infancy, and in portions of the great grain growing districts, associations are unknown. All admit, or nearly so, that these organizations have been of great benefit to the trade. Then, how much more would the trade have been benefited if each dealer over all this great state of ours had given their local organizations their very best moral and financial support. Generally speaking, when you find the dealer who is having no trouble, you find the man that thinks associations are of little use. The dealer who has had trouble or is having it, and is relieved by the influence of association work, is the one who is enthusiastic and is lending all his energies to aid and build up the work.

Another trouble we find with members is that they expect too much from their officers, without making any effort to assist them in the work. You ask, what can I do? Many times when some irregular dealer is receiving bids, you could stop it yourselves by simply writing a letter to the party sending out the bid. Your letter will not be ignored, for they well know there is an organization behind it that will not be slow to take it up, in case they refuse to comply with your request. Do not think for a minute that the President and Secretary constitute an association, as they are only its servants, and are supposed to carry out the directions of the Governing Committee, but unfortunately we have not been able to receive any directions or instructions from our committee. Not but what they are fully competent to instruct us, but they say go ahead, you know what to do.

A homely quotation, but as true today as a thousand years ago, "You scratch my back, and I will scratch yours." You fight your competitor and he will fight you. Local dealers lack confidence in each other, they are suspicious of their competitors, and a great many would rather handle all the grain for nothing than to handle half of it at a good profit. Why this is, I cannot answer. Can you? We cannot understand why some dealers are so backward about joining local organizations; it certainly can't be the amount of money it costs, for all of you have spent more money in one day fighting your neighbor than it would cost you for two years' dues. Grain dealers usually are a liberal lot of fellows, for they give each year a portion of their earnings to support the professional speculator, but when it comes to helping support association work, with some, their liberality ceases at once. My friends, this is not as it should be. This makes the second meeting held in your city, with a twofold purpose in view, that of benefiting you and strengthening our organization.

We have not come here for the purpose of making you great promises, neither do we say that we can eradicate all the evils of the trade in one week, but if you will

join us and give us your best support, we will soon have you working in harmony with your neighbor. How many of you are now doing that? Now, don't all speak at once. I will venture the assertion that I can count all the dealers on one of my hands in this audience that are at peace with their neighbors. We ask you in all candor, Does it pay you? Is it profitable to be at war with your competitor? I think every dealer present will admit it, but quite a number will return to your places of business from this meeting, and tomorrow adorn yourself with war paint. To the first farmer who tells you that John Jones has raised your bid, you will meet the price or go him one better and go right after Jones' scalp. You will keep doing that until John Jones will have scalped you. Did you ever consider how foolish this is? Have you ever stopped to think the farmer had stretched the truth just a little to work you and get an extra cent per bushel for his grain?

We are sometimes almost persuaded to believe that local grain dealers are differently constituted from the rest of mankind? If they were not, they would want to make some money, but it seems all they want is to handle the stuff or keep their neighbor from handling it. Those of us who are religiously inclined go to our prayer meetings on Thursday nights and get down on our bended knees, and ask the Great Giver of all good things to forgive all our transgressions, then go out the next morning and try to rob our competitor of the grain that rightfully belongs to him. Gentlemen, this state of affairs should not exist, and the only way to overcome it is to treat your neighbor fairly and honestly. Dealers, you will never gain the friendship and good will of your competitors unless you use them like honest men, and teach them that you are of the opinion that they are human beings and have a right to make an honest living. If you think your neighbors are all rogues and have no right to a part of the business, you will continually have trouble. Where you have competition get together and talk over your little differences, each of you make some concession if necessary, and agree on a basis to work on which will insure you a living profit. Your customers do not expect you to handle grain without a reasonable margin, and if you do not get it, you alone are to blame.

If you will go with me to some neighboring station where there are two or more dealers having trouble, and have a personal conversation with each one of them, they will tell you that it's no use to go into an agreement with the other fellow or fellows, as they are dishonest, untruthful, unscrupulous and robbing the farmers in weights. They call each other vile names, and they say if the devil does not get the other fellows he will be cheated out of what rightfully belongs to him.

In our section of the country we have had several such places as I have just described, and after we got them together and started their business on a profitable basis for them, they became the best of friends. They found their competitor was not nearly so mean a man as they took him to be. The very same conditions can be brought about in this section. All it needs is for some one to come in between you, and you will learn to respect your competitor. You will soon be found conversing with him frequently, you will go to him for advice, and in a very short time you will be ashamed of the treatment you have been giving each other.

Did you ever in your lives hear a farmer speak a word of praise for the dealer who paid him more for his grain than it was worth? Do you think the time will ever come when the farmer will go down in his well filled pocket and put up the loss you have had? I think that time will never come, and so do you. Then why is it we will not learn to buy this grain on a reasonable margin, when we have the opportunity? I can't tell, neither do I believe you can. I have a dealer in mind who wrote me a letter, and in that letter he said he would spend \$10,000 before he would let the other fellow make \$50. Gentlemen, it's just that kind of business that has ruined the grain business in this country, and as long as you harbor that sort of feeling toward your neighbor it will remain so. Let us bury that feeling so deep that it will sink into hades, never to be resurrected. And over that grave we should erect a monument bearing the following inscription:

The grain man's ill nature
Has been a grievous wrong;
We have buried it good and deep, boys,
Midst a joyous throng.

We sometimes have occasion to request the receiving houses and commission firms to stop bidding some irregular deal-

er or scalper and they invariably stop it. Occasionally it is necessary to ask them to refuse to take grain from them on consignment, then we stir up a hornet's nest with some firms, and they tell us they will not bid the irregular fellows, but they insist they must receive consignments from such parties, and state they will look after all such consignments coming their way. They argue it is a free country and they have a perfect right to receive consignments from any source. True it is a free country, and the thing for you dealers to do is to say to firms that want the scalpers' business, take it, but you will never handle a bushel of my grain until you confine yourselves strictly to handling the business of the regular dealers.

Dealers, after you have told a firm that you will not do business with them, stick to it if it takes the hide off, or until they stop dealing with scalpers. We only advise this in extreme cases, but occasionally we run up against a firm that takes this view of it. As an organization we propose to inform our members fully in regard to all firms who persist in handling the scalpers' business, and when done, we will guarantee that the firms who have been taking care of the irregular shipments will have plenty of time to take good care of their scalping trade. Some receiver will probably say this is unfair, it may seem so to them, but is it fair for them to ruin the business for twenty regular dealers for the sake of one scalper's trade?

Did you ever know of a scalper buying a car of grain unless he set the price up to do it? No, you did not, and you never will. The scalper don't buy grain to make a living out of it; he simply buys it to ruin the business for the regular dealer. When the dull season comes, is Mr. Scalper there to take single loads of grain? I think not. What kind of markets would the farmers of this country have if they had to depend altogether on selling to the scalpers? You will agree with me that one-half of the year they would have no market at all. Tell me if you can, why it is that we have a few firms that are after that class of shipments.

A legitimate commission firm does not care to take the shipments of the irregular fellows to the detriment of the regular dealers, and they cannot receive the scalper's business without injuring some regular grain dealer. When we come in contact with such cases, we believe in using persuasion as far as possible, and when that fails, use stringent measures to overcome the evil. Shippers and receivers should all pull together along this line as their interests are mutual.

We trust before this meeting comes to a close every dealer present who is not already a member of the Iowa and Missouri Union will join it, and after you have become members do not stop at that, but join the National. It is to your interest to belong to these organizations, as they are working to benefit you, and you need their support. The railroads are giving you better treatment than ever before, and it has all been brought about by associations properly conducted.

W. F. Johnston: I would like to hear from some of the Rock Island dealers. They may have some troubles. They may have some questions to ask.

W. C. Sievers, Walnut: I have been a member of the Grain Dealers' Union for some time, also am a member of the Grain Dealers' National Association. I have been benefited by a material reduction of scalping competition and I am confident we will soon have complete relief. I think it would be to the advantage of all regular dealers to join.

Matt Johnson, Audubon: I wish some one would come to Audubon and get the dealers together. We have the worst fight in Iowa. The Northwestern elevator is causing much trouble.

W. E. Simpson, Marne: As I am one of the sun-of-a-guns, I think I prefer to keep still.

Chas. Sherret, Wiota: I wish to say to our neighbors on the south that they did tramp on our toes pretty hard last spring, but we will forgive them if they will be good.

J. A. Campbell, Atlantic: The gentleman's remark regarding new man reminds me that we (J. A. Campbell &

Son) are new in this city. We are not in business for our health, but we believe in fair profits. I have been in the elevator building business for many years and have found the grain men a very satisfactory class of men to deal with. I think they are far above the average in honor and intelligence. Our grain business in Atlantic will be in charge of my son, and I think you will find him reasonable. We hope to make a living out of the business. We believe in co-operation and will join the Union.

W. J. Martin, Hancock: I have nothing to say except regarding the detention of cars on track in Chicago before unloading. I had some wheat held in Chicago sixty days before unloading. If the weather had been wet or hot the wheat would have spoiled and I would have been asked to accept settlement on basis of the lower grade. I would like to have the railroads refuse to permit such detention of cars.

W. C. Sievers: If all the Rock Island dealers would join with the associations and help us carry on the work the dealers of this territory would receive much more benefits. The associations need more support.

Chairman Young, Anita: President Hunter may have something to say to you before we adjourn, so I think it would be advisable to have an intermission for the receipt of new members and dues and to bring in President Hunter. I hope all will join.

An intermission was then taken.

Chairman Young called the meeting to order and asked Mr. Hunter to take the chair, but he declined on the ground that he was feeling too ill.

It was suggested that the Audubon dealers present join and make a start toward the settlement of the trouble at that station.

D. Hunter, Hamburg: There must be a beginning. Some one must start. I will say that we have had cases just like Mr. Johnson's before. Each dealer would hold out until there was no profit left in the business. In desperation one would finally come in and the others would follow. The Audubon dealers would profit by joining.

Mr. Young had to leave to catch a train. President Hunter took the chair and informal discussions and settlements of local troubles followed.

CONVENTION NOTES.

The attendance was light.

The trouble brewing at Marne was not settled.

A few new members were added to the list.

Atlantic is a prohibition, but not a dry town.

The trouble at Lewis is settled for a time at least.

The chase after the blind pigs was thirst quenching.

The Grain Dealers Journal was represented by Charles S. Clark.

Spangler couldn't stay, he had to go home to see his Fourth of July boy.

It would seem that dealers along the Rock Island enjoy fighting one another. Evidently they are against fair profits.

Several experienced rubber-necks reported that Western Iowa will grow four or five bushels of corn this year.

President Hunter spent most of his time in bed suffering with stomach

trouble. However, he was cheerful enough to relate the evidence of the deaf mute.

One irregular dealer in Western Iowa recently received a donation of 250 bushels of corn from a farmer who accused him of stealing grain. The irregular dealer threatened to sue the farmer for slander, but was appeased with corn.

The Audubon dealers were anxious, very anxious, to have the association settle the fight at that station, but not willing to contribute even one membership fee to its support. It is decidedly discouraging to try to help such close-fisted dealers.

Secretary Stibbens told of how he refused to pay the unjust demands of an arrogant landlord for \$96.14, and how after spending \$50 in attorney's fees the jury disagreed, making it necessary to try the case again and double the expense. He now thinks it would have been cheaper to have paid the claim. But there is a principle at stake in which all regular dealers are interested. Would it not be fair that all regular dealers of the state contribute to a fund to knock out the unjust law?

Among those present were: W. W. Albright, Lewis; J. A. Campbell and C. T. Campbell, Atlantic; G. H. Carrier, Prescott; M. R. Debush, Wiota; H. Greysmuhr, Audubon; W. N. Henshaw, Atlantic; D. Hunter, Hamburg; J. A. Irving, Anita; Matt Johnson, Audubon; W. F. Johnston, Fontanelle; W. J. Martin, Hancock; I. L. Patton, Dexter; J. N. Ringle, Marne; W. F. Schindley, Lewis; W. C. Sievers, Walnut; Chas. Sherret, Wiota; W. E. Simpson, Marne; L. T. Spangler, Atlantic; G. A. Stibbens, Coburg; J. D. Young, Anita.

BOOKS RECEIVED.

INSECTS AND INSECTICIDES: A Practical Manual Concerning Noxious Insects and the Methods for Preventing their Injuries, by Clarence M. Weed, D. Sc., professor of Zoology and entomology at the New Hampshire college of agriculture and mechanic arts. This is an entirely rewritten and new work. The first edition, with the same title, was published in 1891 and was at once recognized as the most generally useful handbook on noxious insects that was available. Useful as the old book was the extent of the improvements in the new edition may be inferred from the fact that it has 336 pages, 176 engravings and 16 full-page plates. It covers the whole field of insect pests very thoroughly and is specially valuable for its complete and up-to-date methods of fighting insects. The work is thus intensely practical.

It illustrates and describes all the important insect pests and goes into great detail in describing remedies for them and methods of preventing their injuries. Great progress has been made in the use of insecticides during the past three years, all the results of which are embodied in this new book. Unlike previous works on entomology, which frequently have been noted for the fullness with which they describe insects and their poverty of remedies or preventives for the same, Prof. Weed's work excels in practical directions for applying insecticides that have proven to be of real efficiency. Orange Judd Company, New York. Price, \$1.50.

GRAIN TRADE NEWS.

CANADA.

Thomas B. Baker, grain dealer of Moose Jaw, Assa., will engage in the grain trade at Winnipeg, Man.

Duncombe Bros.' two warehouses at Townsend Station, Ont., were burned July 19, together with 5,000 bushels of grain. Insured.

William Bruce & Co. are building a 50,000-bushel elevator at Stonewall, Man., Johnson & Co., of Winnipeg, having the contract.

In the suit of Blake vs. Kavanagh, Judge McTavish, at Ottawa, Ont., decided July 11, in favor of plaintiff, on the ground that the wheat which had been sold as Manitoba No. 1 hard was not up to the standard.

Wheat harvesting will begin in various districts of Manitoba between August 20 and 28, a week or ten days later than last year. The Northern Pacific and the M. & N. W. railways on August 1 reported splendid prospects for a large yield and good quality. In some districts, owing to dry weather, the crop will be small on light land.

The Montreal Warehousing Co., of Montreal, has installed a conveyor at its elevator with which vessels can be loaded at the rate of 8,000 to 10,000 bushels an hour, without lighterage. George H. Hanna, manager of the company, has shown commendable enterprise in being the first to provide improved facilities for handling grain at Montreal.

A large portion of the hay crop of this province has been harvested in excellent condition, although some fields of timothy that were on the swarth during the heavy thunder and rain storms at the beginning of last week lost their bright pale green color, but otherwise the quality will be as good as ever for feed. On the whole, therefore, it is safe to say we have a good crop of No. 1 hay, the great bulk of it being timothy. This week owing to scarcity of old hay, due to farmers being busy in the fields, and not making deliveries as freely as usual, prices here are firm and 50c per ton higher, sales of car lots having transpired at \$6.50 to \$7 for choice old No. 2. New baled hay, however, is arriving by boats, and it is doubtful if the advance can be maintained.—Montreal Trade Bulletin, August 4.

ILLINOIS.

Farmers at Osco, Ill., propose to build an elevator.

O. M. Best, of Edinburg, Ill., is building an elevator.

O. A. Means & Co. have enlarged their elevator at Anchor, Ill.

The Tendick Grain Co. has been formed at Winchester, Ill.

Send us notices of new elevators, new firms and business changes.

A. Beilfuss' new grain warehouse at Wyoming, Ill., will be 24x50 feet.

Taylor Bros. are building an addition to their elevator at Emington, Ill.

Stone is on the ground for the foundation of the new elevator at Blodgett, Ill.

J. C. Hubinger, it is said, will build a large starch factory at Peoria, Ill.

D. J. Keeley has begun work on his new elevator at Waddams Grove, Ill.

Work has begun on the new elevator of Martin, Dallmeyer & Ross at Newton, Ill.

Work is progressing on the new warehouse of the Crescent Grain Co. at Elwood, Ill.

G. S. Scriven will buy grain at Fairbury, Ill., where he has put in a Fairbanks scale.

Mr. Porter, of Freeport, has bought the grain stock business of Mr. Bucher at Davis, Ill.

Bucholz & Spellmeyer's new elevator at Melvin, Ill., has been made ready for the machinery.

The elevator at Wady Petra, owned by Easton & Co., of Peoria, Ill., was recently burned.

A Chicago Board of Trade membership sold August 5 at \$850 net to the seller, dues paid.

Elmer Ensley has removed from Atterberry to Waverly, Ill., to engage in the grain business.

The Middle Division Elevator Co. is buying considerable oats at 20 cents for delivery as soon as threshed.

Mr. Calahan has traded a 160-acre farm, valued at \$10,500 for Mr. Dellenbaugh's elevator at Monarch, Ill.

The Chicago Railway Terminal Elevator Co. has accepted the award of the jury for the Air Line Elevator site.

J. S. Cameron, at Elliott, Ill., is remodeling his elevator and is putting in three of B. S. Constant's Grain Feeders.

C. H. Feltman, of Peoria, Ill., is building an elevator at Harmon, Ill. Mr. Tennis, of Normal, Ill., has the contract.

John Metzgar, of Pana, Ill., has purchased the Erisman elevator on the Illinois Central north of that city, for \$3,000.

Charles Fitzpatrick, a grain dealer of Chicago, fell off a train recently while en route from Peoria, and was badly bruised.

H. S. Nichols & Son have made repairs and increased the capacity of their elevator at Sadorus, Ill., by 15,000 bushels.

E. H. Bacon, of Lilly, Ill., has let the contract to E. Zimmer & Co. for the construction of an elevator of 35,000 bushels' capacity.

The federal industrial commission is in Chicago this week to investigate the alleged elevator combine.

The Chicago fire underwriters' association has promulgated a rule that steel must be used in the construction of grain bins and dryers.

H. S. Goodman has succeeded J. C. Madden at Bondville, Ill. The latter enters the employ of the Middle Division Elevator Co. at Del Ray.

Geo. Fooks, Waggoner, Ill., July 26: Instead of oats making 35 to 50 bushels, as we believed, they are making only 25 to 40 bushels per acre.

The trial of former State Grain Inspector Dwight W. Andrews and his cashier, Benjamin P. Jenkins, on the charge of having embezzled \$12,000 two

years ago, is proceeding in Judge Gary's court at Chicago.

W. H. Barbour will buy grain at Chillicothe, Ill., it is said, for the Turner-Hudnut Co., which has overhauled and repainted the Star elevator.

Sulzberger Bros. have taken charge of and will operate their elevator at Ransom, Ill., D. C. Fisher, the lessee, having been arrested for embezzlement.

D. C. Fisher, of Ransom, Ill., grain dealer, has become confused in his accounts, and is held in \$1,000 bonds to appear before the October grand jury.

The B. S. Constant Co., of Bloomington, Ill., has placed one of its combined corn and wheat cleaners in the elevator at Atkinson, Ind., owned by H. Rummel, Jr.

A. W. Augspurger will manage the business of the Cleveland Grain Co. at Farmer City, Ill., to which company J. A. Augspurger & Son have leased their elevator.

Contract stocks in Chicago elevator include 196,000 bushels No. 2 red, 4,860,000 bushels No. 1 Northern wheat; 1,355,000 bushels corn, and only 974,000 bushels of oats.

Hill Bros. & Co., commission merchants, with offices formerly at 21 Commerce Building, Chicago, have gone out of business. The business of the firm is now handled by A. O. Mason, 704 Rialto Building.

George Sauer has finished his new 30,000-bushel elevator at Rutland, Ill. The building is 34 feet square, and is surmounted by a cupola, 23x24 feet, the total height being 71 feet.

Requa Bros., of Chicago, are making a 100,000-bushel brick veneer addition to their elevator on the Wabash tracks at Forty-fourth street. The Moulton-Starrett Co. has charge of the work.

H. R. Danforth, of Washington, Ill., has given the B. S. Constant Co., of Bloomington, Ill., the contract for building a 13,000-bushel oats house, in addition to his elevator at Delrey, Ill.

Henry Sand has bought the elevator of Shafer & Withrow, at Geneseo, Ill., and sold one-half to Hart Wagel and leased the remaining interest to Ira W. Withrow. Withrow & Wagel will continue the grain business.

The Battles Elevator at Fulton, Ill., opposite Clinton, Ia., has been purchased by M. F. Post, of Dubuque, Ia., and J. R. Morrell, of Winona, Minn., with a view to buying grain in carloads, cleaning and reshipping.

The McReynolds Elevator Co., of Chicago, has given a trust deed for \$150,000 to secure a loan for ten years at 5 per cent. The Northern Trust Co. is trustee, and the loan is divided into 102 bonds of \$1,000 each and 96 of \$500 each.

L. L. Leach & Son, contractors, have brought suit to foreclose a lien on Armour Elevator D at Chicago, for \$56,260, on account of work done. The defendants are the Armour Elevator Co. and the Chicago, Burlington & Quincy Railroad Co.

J. Herbert Ware, of Ware & Leland, grain receivers of Chicago, was put to considerable trouble recently by the caretaker of his residence, who stole some bric-a-brac while the family was absent at a Michigan summer resort, Les Cheneaux Island.

Bartlett, Frazier & Co., of Chicago, will build a 1,500,000-bushel elevator, costing \$225,000, on the Calumet river. The Barnett & Record Co. has the contract. This latest addition brings the

storage capacity of Bartlett, Frazier & Co. up to 4,000,000 bushels.

McReynolds & Co., of Chicago, have purchased the Wisconsin elevator at Chicago of Linn & Dwight. The firm is going out of the elevator business, John Dwight proposing to retire. The elevator was built in 1887, has a capacity of 1,000,000, and is well equipped.

The foundation for T. L. Rowe's new elevator at Sunnyhill, Ill., required $3\frac{1}{2}$ cars of gravel and 121 barrels of cement, and the superstructure required 5 cars of lumber. The steam engine which drives the machinery is of $3\frac{1}{2}$ h. p., and was made by the Frost Mfg. Company.

The Crocker Elevator Co., of Maroa, Ill., writes: "Our new elevator at Maroa has a capacity of 75,000 bushels, operated by steam; has a 30,000-bushel oat bin in connection, which is filled and emptied by the machinery in elevator, making a total capacity of 105,000 bushels. We are just completing a new house at Oreana operated by a gas engine, 35,000-bushel capacity. The new elevator at Cisco was built last year and has a capacity of 50,000 bushels and is operated by steam.

One shipper who contracted to deliver 2 mixed oats July-August delivery to Hemmelgarn & Co., Chicago, was unfortunate enough to have some arrive July 29 when the price of 2 oats was up several cents. The oats graded 3 and the market difference was $3\frac{1}{8}$ cents. The market difference a few days later and before was very small. It does not pay to ship off grade grain to fill contracts for 2 when a corner is on. It is fair to say, however, that the shipper in this case was not assessed the full market difference.

Grain receivers at Chicago contemplate making an appeal to the State Railroad and Warehouse Commissioners for a more intelligent interpretation of the rules governing the grading of oats. It is alleged that it requires altogether too good oats to grade No. 2 white. It is also said oats which are apparently alike will grade No. 2 white on one road and No. 4 white on another. The raising of the grade has continued imperceptibly from year to year, until now it requires practically No. 1 oats to grade No. 2.

C. A. Burks and A. S. Dumont have formed a partnership as C. A. Burks & Co., with offices in the Library block, Decatur, Ill. Mr. Burks writes: "It is my expectation to carry on a line of track buying and cribbing. Having sold my elevator interests at Bement and Milmine, I have nothing in that line remaining save Pierson, which place will probably be disposed of at an early date. I have provided myself with convenient office quarters, local and long-distance 'phones, telegraph calls and competent office help, and hope to be able in time to build up a business consistent with the energy I hope to put forth.

L. Hasenwinkle, dealer in grain, coal and live stock at Hudson, Ill., has been succeeded by the Hasenwinkle Grain Co., incorporated, of which William Hasenwinkle, who for the past thirty-five years has been the leading grain merchant of Hudson, is president; George Hasenwinkle, manager, and Edward Hasenwinkle, secretary and treasurer. The latter was for the past six years with the Paepke Lumber Co., of Chicago, as shipping clerk and sales-

man, and prior to that time buyer for the grain firm of Hasenwinkle & Cox, at Cooksville, Ill. The new firm has elevators at Hudson, El Paso and Kerrick, Ill., and will also deal in lumber and live stock.

The new cleaning, clipping and storage elevator which is to be erected for W. H. Merritt & Co., of Chicago, on the Calumet and Ninety-ninth street. South Chicago will have a capacity of 600,000 bushels. The house will have four loading spouts to cars, two loading legs for vessels, four receiving legs with buckets 7x20 inches, and four cleaning legs. In the upper part of the elevator will be two 30-inch belt conveyors and in the lower part one 40-inch conveyor. The clipping will be accomplished by four No. 9 Monitor clippers and the cleaning by two No. 9 Monitor separators of the Huntley Mfg. Co.'s make. There will be seven 1,400 bushels hopper scales for weighing the grain. A complete up-to-date sprinkling system will be put in also a complete dust collecting system of the H. L. Day pattern. The plans also call for passenger elevators for use of employees, electric bells and speaking tubes and electric lights throughout. The power for operating will be furnished by a 500-h. p. Allis Corliss engine. The house will contain 70 bins 14x14x60 feet. The plans of this house were made by The Western Engineering and Construction Co., Chicago, who also have the contract for its elevator. This elevator will be completed by December 15.

INDIANA.

Beatty & Doan have finished their elevator at Ossian, Ind.

Teeters & Hoover, of Hagerstown, are putting in an elevator at Liberty, Ind.

The Churchill-White Grain Co. has begun work on its new elevator at Hamlet, Ind.

Hubert H. Smith, of Lima, has bought the grain warehouse of Leon Rose at La Grange, Ind.

Max Born, grain dealer of Lafayette, Ind., has leased and will conduct the local opera house.

Wright L. Kidder, prominent in the milling and grain business at Terre Haute, Ind., died August 5.

D. S. Scoffern has completed his new elevator at New Carlisle, Ind. It is equipped with a 16-h. p. gasoline engine.

J. F. Bending, Battle Ground, Ind., August 8: We have not had such a prospect for corn for twenty-five years. Oats are good quality, but not yielding heavy.

Thomas Perine and Clyde Meek have purchased the elevator and grain business of H. C. Stockman at Greensburg, Ind., for \$5,000.

The Jackson Grain Warehouse at La Grange, Ind., was burned August 9, with 5,000 bushels of wheat. Loss, \$4,600; partially insured.

The W. L. Kidder & Son Grain, Storage & Milling Co. has been incorporated at Terre Haute, Ind., to continue the business of W. L. Kidder.

Jacob Shonkwiler, of Raub, well known in the grain trade of Northern Indiana, died July 28 of rheumatism of the heart. He leaves two sons and three daughters.

E. F. Rhoades, of Granger, Ind., who did a scoop shovel business last season in Southern Michigan, has filed a petition in bankruptcy, scheduling \$6,000 debts and \$450 assets.

At Ambia, Ind., recently seven thousand two hundred and twenty-seven bushels of corn were shelled in one day with a Marseilles New Process Dustless Corn Sheller. A pretty good day's shell.

Taber, Curtis & Co. have succeeded the F. R. Curtis Grain Co. at Remington, Ind. The firm's new elevator is about completed. Its capacity is 125,000 bushels, and it is equipped with improved machinery.

Fire August 3 destroyed the elevator at Brookston, Ind., owned by Ross & Co., together with 50,000 bushels of grain. Loss, \$23,000; partially insured. The building was erected in 1862. The plant will be rebuilt.

W. R. Allen, formerly of Indianapolis, who has been connected with A. & E. H. Wolcott, Wolcott, Ind., for the last two years, has resigned his position and gone to Denver, Col., for his health. He has been suffering severely with asthma for a year.

The Indiana crop report of August 1 says: Corn grew well. It is earing out and promises a large yield. Tobacco on good ground, where well cultivated, is growing well. Seed clover is in excellent condition, promising good yields. Threshing continues. In some counties wheat is all threshed, and the yield is better than expected. In most fields the oat yield is good.

Risser & Rich have repaired their elevator at Oxford, Ind., and have converted the old mill at that place into a storehouse. The storehouse has been equipped with one and the elevator with two of B. S. Constant's platform dumps. Mr. Rich has purchased the elevator at Pine Village, Ind., formerly owned by O. P. Kerrick. David Lawson, of Oxford, has accepted the position of manager.

IOWA.

S. T. Rhodes & Co. will build an elevator at Randolph, Ia.

A new cupola is being placed on the elevator at Earlham, Ia.

M. W. Chandler will build an elevator and buy grain at Tioga, Ia.

J. W. Reynolds & Son, of Mt. Ayr, Ia., have built a grain warehouse.

W. D. Marsh, of McCallsburg, Ia., is not buying grain at that place.

F. L. Howe & Co. have put a new roof on their elevator at Radcliffe, Ia.

P. J. Kennedy is making some needed repairs on his elevator at Washta, Ia.

John Price will build a 12,000-bushel elevator on the Rock Island at Beacon, Ia.

Mall & Tatge have succeeded W. A. Mall in the grain business at Luzerne, Ia.

A. Coppock, Leroy, Ia.: Oats reasonably good; no wheat; corn poor; hay fair.

The Hunting Elevator Co. is arranging to build an elevator at Otranto Station, Ia.

Frank W. Hill informs us that R. Bulard succeeds J. M. King & Co. at Maxwell, Ia.

Thos. Williamson, having sold out at Washta, has bought an elevator at Algona, Ia.

C. L. Kinney has succeeded Dudley & Johnson in the grain business at Hubbard, Ia.

W. H. Davis, of Buffalo Center, Ia., writes that he is no longer in the grain business.

C. J. Hilland & Co., of Bode, Ia., write us that they are going to build a ware-

house for oats as an addition to their elevator, holding about 50,000 bushels.

E. H. Ryan says the Bosch-Ryan Grain Co., of Davenport, Ia., will be dissolved.

J. A. Yates, Logan, Ia., August 1: A fair crop of small grain and corn is promised.

H. K. Forsyth has succeeded Coats & Wilkinson in the grain business at Henderson, Ia.

J. A. Funk & Son, of Blanchard, Ia., write that they are building an elevator at Elmo, Mo.

At Adair, Ia., a 25,000-bushel elevator has just been completed by the Davenport Grain Co.

Kyle & Robertson's elevator at Orchard, Ia., was burned July 31. Loss, \$1,000; insured.

John H. Downing has succeeded Stough & Walter in the grain business at Kenwood, Ia.

At St. Benedict, Ia., elevators will be built by George H. Richardson and Felthouse Bros.

S. F. Lewis, De Soto, Ia., August 4: Grain looks fine. Oats all cut and corn the best in years.

W. V. Ditch Grain Co. and the Ros-sing Hay & Grain Co., at Bode, Ia., have gone out of business.

McMeekin & Farmer are the only dealers at Ewart, Ia., having bought the business of Ewart Bros.

A. Kubicek informs us that an elevator has recently been erected by Joseph Limek at Gladstone, Ia.

At Kanawha, Hancock county, Iowa, elevators will be built by Johnson & Co. and Felthouse Bros.

A. Coppock, of Leroy, Ia., writes that he is going to improve his house by building two new stories.

Culbertson Bros., of Glidden, Ia., have enlarged their capacity with a 35,000-bushel storage bin for oats.

Frank W. Hill, Maxwell, Ia.: Crop prospects all good; threshing just begun; corn doing extra well.

W. E. Bomberger, of Gowrie, Ia., is building a 20,000-bushel oat house in connection with his elevator.

Smith & Co. and Frank Bolmer, of Chatsworth, Ia., are no longer in the grain business at that place.

Wayne & Son, Kalona, Ia., August 1: Oats and corn will be a fair or average crop throughout this vicinity.

Ed. F. Rose, Coin, Ia.: Wheat does not amount to much. Oats fair crop. Corn prospect is for good crop.

The construction of a new elevator at Hayesville, Ia., has been begun by the Neola Elevator Co., of Chicago.

On August 1 J. L. & D. Brooke succeeded to the grain business of C. B. Johnson & Sons at Cornelia, Ia.

The steam elevator at Coon Rapids, Ia., owned and operated by D. J. Jenks, has been enlarged and repainted.

The Omaha Elevator Co., of Omaha, Neb., has been incorporated under the laws of Iowa with \$275,000 capital.

D. J. Foley has succeeded D. C. Russell at Wiota, Ia., and will operate the 7,000-bushel elevator at that point.

J. Cole & Co., who have been in the grain business at Blanchard, Ia., have been succeeded by J. A. Funk & Co.

Butler Burleson writes that wheat in Clarinda, Ia., is bought and stored for grinding by the new mill being built.

C. S. King, Aurora, Ia., August 1: A heavy wind and rain storm this morning flattened the corn very badly. Oats are a good crop here. Corn is very uneven

in size and generally thin stand. Our oats are all in the shock; threshing will start this week.

E. A. Brown, of Meriden, Ia., informs us that the Western Grain Co. is putting up an oat house, 30x30, 22 feet high.

Fire July 31 destroyed the elevator at Marsh, Ia., owned by Beck & McClurkin, of Morning Sun. Fully insured.

G. A. Stibbens, Coburg, Ia., August 7: We have had an abundance of rain, which insures a very large corn crop.

E. D. Hamlin is increasing his line by erecting a 10,000-bushel elevator at Abbott, Ia., and expects to erect another.

J. J. Williams, Washta, Ia., August 8: Crops are fair in this section. Corn is good; oats good; wheat only fair.

C. S. King informs us that King & Smith, of Aurora, Ill., will probably build a nice little elevator inside of a year.

The Davenport Elevator Co., of Davenport, Ia., will remove its plant in that city to a seven-acre site recently purchased.

Homer S. Thomas writes that he is putting in an engine and expects to put in a corn sheller at his elevator at Garwin, Ia.

Grading has commenced on the extension of the Burlington, Cedar Rapids & Northern from Armstrong to Estherville, Ia.

L. L. Lawrence writes that he has sold his business at Armstrong and purchased the McCord Elevator at Estherville, Ia.

J. D. Young, manager for M. F. Perry, writes that there are but two regular buyers at Anita, Ia., M. F. Perry and J. A. Irving.

Hessian fly has caused farmers in the eastern part of Woodbury county, Iowa, to harvest the wheat two weeks before it was ripe.

J. J. Vaughan has bought Counselman's elevator at Newton, Ia., and will build an oat bin 30x100, to hold about 100,000 bushels.

Smith, Lewis & Shotts, Keota, Ia., August 4: Oats and corn good. No wheat raised here. Grass, medium, light. Potatoes excellent.

M. B. Striegel, Harper, Ia., August 3: Oats are good, but not much of a yield. Corn is backward, not the best. Wheat, none; rye, not much.

Scott & Sidwell, Florence, Ia., August 1: Small grain is looking the best here for years. Harvesting is done and threshing is commenced.

E. J. Edmonds & Co., of Archer, Ia., are repairing their elevator, and the Illinois Central railroad is enlarging the stock yards at that place.

The contract for the construction of a railroad between Davenport and Clinton, Ia., has been awarded to McDonald & Kenefick, of New York.

C. J. Hilland & Co., Bode, Ia., August 3: Crops here have been damaged greatly by rain and rust. Wheat will be of poor quality and little of it.

A. Freund & Co., Lowden, Ia.: Oats disappointing in yield; plenty of shocks in the field, but threshing proves a smaller yield than expected.

T. J. Holmes & Son., of Brooklyn, Ia., inform us that the firm of Light & Harris has been dissolved, Mr. Light purchasing Mr. Harris' interest.

From Carpenter, Ia., the Huntting Elevator Co. reports that wheat will be of poor quality and light yield. Oats fair crop. Barley will be good yield, but badly colored. Flax will be a good yield.

A. Kubicek, Long Point, Ia., August 1: Harvesting is completed. Yield and quantity of all small grain promising. Corn is suffering from drouth.

The new elevator which Counselman & Co. are building at Valley Junction, near Des Moines, Ia., will be equipped with a 26-h. p. gasoline engine.

Mr. Williams, of Cherokee, Ia., has bought the elevator of C. C. Samson, on the Northwestern railway at Algona, Ia., taking possession August 10.

Scott & Sidwell, of Florence, Ia., write that they are building a 10,000-bushel oat house to their elevator, and making some other improvements.

James Means & Son will erect an elevator at Corning, Ia., during August, with 35,000 bushels capacity, and using a Davis gasoline engine of 10 h. p.

A. W. Savage, Ehler, Ia., August 2: Small grain crops are very good. Plenty of rain, which will give us a good crop of corn under ordinary circumstances.

W. C. Sievers, of Walnut, Ia., was in Chicago this week with stock. He reports corn to be in good condition and the farmers expect to harvest a large crop.

W. H. Peiffer reports that he has bought the elevator located on the C. & G. W. railway at Melbourne, Ia., formerly owned by John West & Co., of Chicago.

A. P. Rorabaugh, of Botna, Ia., is building a 6,000-bushel elevator. Power will be furnished by a gasoline engine. This house will be ready to receive grain August 15.

Turner Bros.' elevator on the C., B. & Q., at Cumberland, Ia., was burned on the night of August 7. Loss, \$5,000; insurance, \$3,500. Cause reported spontaneous combustion.

Culbertson & Fobes, who conducted a grain business at Glidden, Ia., have dissolved partnership and the business is now conducted under the firm name of Culbertson Bros.

C. S. Lawbaugh will rebuild his 30,000-bushel elevator at Madrid, Ia. The fire was no doubt due to leaking joints in gasoline supply pipes. The loss exceeded the insurance by \$2,000.

The Northwestern Iowa Grain Co., of Britt, Ia., informs us that it has just closed a deal for the W. L. Luce line of houses on the Great Western road in Minnesota and Iowa, 15 in all.

L. C. Butler, Arion, Ia., August 8: We are having nothing but rainy weather at present. Small grain not all cut, and that which is in shock has commenced to sprout. Corn is looking well; but late.

H. J. Pitcher, Earlville, Ia., August 7: Oats are a large crop; but some pieces were down and such will be light weight. Barley is good. Wheat, none raised. Corn is an average the county over.

Fullerton Lumber Co., Chatsworth, Ia., August 1: Small grain crop badly damaged by recent storm, which was accompanied by rain, hail and wind. Fully one-third of the grain not cut will be lost.

John G. Cooper, of Menlo, Ia., informs us that Ben Wells, "Uncle Ben," is putting in a 50-barrel flouring mill that will be ready for business by August 20. He will also enlarge his storage capacity.

John G. Cooper, Menlo, Ia., August 3: Oats and wheat all cut and good. Pasture excellent. Corn and potatoes, particularly corn, extraordinarily good and

large acreage, with lots of old corn yet on hand.

McGillivray Bros., Carpenter, Ia., August 1: Harvest about over. Wheat crop is light, about 15 bushels per acre; oat crop fair, about 40 to 50; barley fair yield, color No. 3. Corn is coming to the front.

C. F. Reifsteck, of Gaza, Ia., writes that the Chicago-O'Neill Grain Co. has disposed of its line of elevators to the Western Grain Co., of Winona, Minn. Mr. Reifsteck will build a new grain storehouse.

T. J. Holmes & Son, Brooklyn, Ia., August 1: The crop prospects in this vicinity are fine. Hay in stack; barley, rye and oats in shock, and corn growing rapidly. The farmers are on top in this section.

J. A. Campbell & Son, of Lincoln, Neb., who are building an elevator and mill at Atlantic, Ia., will do a general grain business and manufacture hominy and feed. Power will be furnished by a steam engine.

P. R. Peterson, Badger, Ia., August 2: Wheat blighted, yield about 14 bushels per acre; oats good, yield 50 bushels; corn prospects fair so far. Some damage to crops by hail and wind July 31 and August 1.

C. F. Reifsteck, Gaza, Ia., August 4: Barley crop will not be a good color here. Had continued rain since harvesting has commenced. Oats fair crop, some rust. Wheat good. Corn doing well, a little backward.

A. R. Mead, of Linden, Ia., informs us that the McFarlin Grain Co. is building an elevator at Cooper, Ia. Mr. Mead is putting a new gasoline engine in the old Congdon elevator at Linden and will use the house for storage.

L. M. Bacon's new 8,000-bushel elevator at Rose Hill, Ia., has been completed. A. E. Iles supervised the construction. The machinery was supplied by the Frost Manufacturing Co. and the Webster Manufacturing Co.

H. G. Northey is building a large storehouse in connection with his elevator at Alexander, Ia., which will greatly increase the storage capacity of his plant. He will handle coal in connection with grain this fall.

Brown & Walker, Mediapolis, Ia.: Oats crop fair to good in yield, quality good; corn spotted, much late corn, prospects only for fair yield. Winter wheat entire failure, and but little spring wheat in our territory.

L. C. Butler, Arion, Ia., July 31: Had a very destructive rain and wind storm last night; flattened everything. Harvest about half cut; rest can not be harvested. Corn has been doing well, but lies flat on the ground in many places.

W. J. Martin, Hancock, Ia.: Oats good crop; spring wheat fair to good; highland wheat good quality, low or bottom land somewhat shriveled. Corn prospect fine, although somewhat late, caused by replanting in the spring.

P. C. Hanson & Sons, McCallsburg, Ia., August 1: The crop of oats in this section of country is fair, from all reports, and was harvested in good shape. Had a good rain last night and this morning, which was very much needed for the growing crop of corn.

M. Crall & Sons, Burchinal, Ia., inform us that a farmers' elevator is being built at Cameron's Switch, a branch of the Farmers' Co-operative Association, of Rockwell, Ia. The grain dealers of that vicinity would like to see

them cut off in some way, as they keep prices continually demoralized.

R. McElhinney, Lisbon, Ia.: There is only one regular dealer in this place. I have a steam elevator with feed mill, capacity 10,000 bushels. Mr. Wetzel runs a scoop shovel gang in this place; has no buildings; scoops in cars and is trying to buck the regular dealer out.

T. A. Pierson, of Miles, Ia., writes that he will improve his building. The crop of 1898 is all shipped out. He is buying considerable western corn for feeders. Threshing has just begun, yield will be large and quality good, fully up to or better than crop of 1898.

W. H. Moorhead & Co., Mediapolis, Ia., August 1: Oats here were cut too green and are not turning out much to the acre, about 30 bushels on an average. What there is of spring wheat is good, 30 bushels to the acre. Corn is not much good, can not tell what it will do.

The Stewart Lumber Co., of Dow City, Ia., writes that the Illinois Central railroad is putting a line through the town, parallel with the C. & N.-W. railroad, and will probably have an elevator on the road to handle the corn crop. Track not laid and no talk of an elevator yet.

W. H. McLeod, of McLeod & Jones, grain dealers of Williamsburg, Ia., was killed July 22. While climbing a fence a shotgun which he held was discharged accidentally. Mr. McLeod had recently closed out his business at Williamsburg with a view to taking charge of a line of elevators in Nebraska.

J. R. Smith & Son write: We have just bought Gund & Co.'s house at Lamoni, Ia., and are building a small grain house at Tuskeega and one at Kellerton, Ia. When completed we will have the only grain houses at points named and can furnish corn, oats and seeds in any quantities, timothy seed especially.

R. J. Edmonds, Hawthorne, Ia., writes August 1: Lightning struck my elevator at this place yesterday morning, doing considerable damage; but the building did not take fire. It went in at the top, branched out and came out at the northwest corner, making a hole big enough to drive a horse and buggy in.

George W. White, Fairfield, Ia., August 5: On account of recent rains the corn crop of Iowa is now assured as regards moisture, and will certainly be a large one. Oats is a medium crop, of excellent quality; considerable threshing has already been done. Rye is a small crop and of inferior quality, not being well filled.

F. Butler, Mitchellville, Ia., August 2: Threshing commenced today. Oats heavy and good color, but too damp to ship at present. Not enough threshed to estimate yield. Heavy rain and wind the morning of August 1, which blew down corn badly, uprooting some and breaking off a great deal; damage to crop estimated at 5 to 10 bushels per acre.

J. H. Southwick, of Southwick Bros., Atlantic, Ia., August 1: Corn acreage increased 5 per cent. Condition never better. Crop is two weeks in advance of average season. Oats average; yield, 8 to 10 per cent above average. Winter wheat 75 per cent of average acreage, yield about an average. Spring wheat acreage 5 to 10 per cent above average; average yield per acre. Hay crop heavy, 15 to 20 per cent above average. This is the first year in my 25 years' experi-

ence in this district that corn has had a constant growth from the time of planting to the present date. It has not had one backset.

Felthouse Bros. & Co., as successors to Sylvester & Sons at Alexander, Ia., have enlarged the grain house by an addition of 12,000 bushels storage, built on the elevator, with conveyor at top and bottom for loading in and out. They also have a new gasoline engine of Lennox manufacture. As successors to Hanson & Sons at Latimer, Ia., they have enlarged the plant from 25,000 to 45,000 bushels, and materially improved the plant otherwise. The firm will also operate new plant being built at Kanawha.

J. C. Riddle writes that the Interstate Elevator Co. will build seven elevators, one each at Lone Rock, Fenton, Ringsted and Dolliver, Ia.; Tenhassen, Triumph and Odin, Minn. Bingham & Co. will also build several elevators, also the Minnesota Grain Co., all on the new line of the C. & N.-W. railway, between Burt, Ia., and Sanborn, Minn. The Interstate will also increase its capacity on the Lake City and Merville branch of the C. & N.-W. railway, 100,000 bushels, at Stanhope, Farnhamville, Correctionville and Early.

G. A. Pierson, Orient, Ia., was in Chicago this week and reported wheat in his section of good quality, but small quantity. Threshing has been delayed on account of the rains. Wheat is well cared for, but much of the oats may be wet in the shock. The oats acreage was large, the yield will run from 30 to 50 bushels to the acre, hence we will have a large crop. Corn acreage was increased 10 to 15 per cent; condition is good. The corn is the largest and has the heaviest foliage of any crop I have seen. The stalks are sending out so many shoots that there may be danger of the crop being shot to death.

The Iowa state crop report for the week ending August 8, issued by J. R. Sage, says: Some damage to corn and grain was caused by severe storms of wind with heavy downpours of rain in numerous localities; but the benefits resulting from the timely and liberal supply of moisture will very greatly exceed the local and incidental damage, and the inconvenience of delaying harvest operations. In the larger part of the state early corn is earing finely, and the condition of the entire crop is generally promising. Conditions are, corn, 90 per cent; millet, 94; flax, 95; buckwheat, 90; broom corn, 88. It will be noted that the reports show an improvement of 7 per cent in the condition of corn since July 1.

KANSAS.

Counselman is building an elevator at Gretna, Kan.

H. E. Burford is building an elevator at Milton, Kan.

Henry T. Smith of Atchison has been appointed deputy grain weigher at Effingham, Kan.

The Eagle Milling Co., of Galva, Kan., is building a dump and elevator of 10,000 bushels capacity.

Charles Bordner has purchased the interest of Mr. Fairley in the grain elevator at Circleville, Kan.

Berg & Green of Elyria, Kan., are putting in an 18-h. p. engine and will put in burrs to grind feed.

To recover the body of David Simpson, who was smothered in the Santa

Fe elevator at Solomon, Kan., it was necessary to cut out the side of the elevator.

P. F. Whitehare of Chapman, Kan., has rented the elevator of S. P. Donmeyer, and will buy grain.

John Weisthaner intends to build an elevator at McPherson, Kan., where O. T. Wilky is buying grain for him.

Parson & Hardraker will operate the elevator at Iuka, Kan., James Hardraker having purchased the interest of Mr. Eggleston.

The State Association will hold a meeting of the local grain dealers of Southern Kansas at Harper on the evening of Friday, August 18. It is expected that 50 or 60 dealers will be present. Every dealer in the district should attend this meeting.

KANSAS CROP REPORT.

The Kansas Board of Agriculture, F. D. Coburn, Secretary, today (August 4) issued a bulletin based on reports from its correspondents in every neighborhood in the State, each especially cautioned to "make none but safe, conservative estimates, just to all the interests concerned," giving the present conditions of growing crops, together with the probable yields of the grains now harvested, viz.: winter and spring wheat, rye, oats, barley and flax. The computations are made by counties, by which each is measured on its merits, independent of any other, and the figures arrived at represent a consensus of estimates by careful observers directly on and familiar with the ground.

Winter Wheat: The area sown to winter wheat was 4,796,129 acres. In June the growers said 39 per cent. of this had been plowed up, because of winter killing. The same men, now that the crop has been harvested, judge from its present appearance and by the threshing so far done, that the yield for the entire acreage sown will average slightly more than 7½ bushels per acre, or a total for the state of 37,231,754 bushels. Of this they say 16,668,142 bushels, or about 45 per cent., will rate as "good," and 14,953,547 bushels, or 40 per cent., as "medium," leaving 5,610,065 bushels, or 15 per cent., as "poor," or unmerchantable for milling. The low quality of so much of the grain is not in the main due to its not having developed, but to wet weather during and since harvest and the presence of many rank, sappy weeds which had grown in the poorly set fields, been bound and stacked with the wheat, and caused it to heat and mold. It is reported that about half of the new crop will be marketed within the next sixty days, and that the area sown this fall will likely be smaller by 7 to 10 per cent. than one year ago. These figures of yield are of course but preliminary and subject to some variations, up or down, when threshing is completed.

Spring Wheat: To spring wheat 192,868 acres were sown, or nearly 40 per cent. more than last year, with a yield of 975,435 bushels, a decrease of 140,000 bushels, and also a decrease from the 1897 crop. Sherman, Cheyenne, Rawlins, Thomas, Decatur, Sheridan and Norton counties, in the order named, all in the extreme northwest, continue to be the chief spring wheat fields.

Corn: In 1898 the corn area was 7,237,601 acres; in March, 1899, assessors returned an acreage 2 per cent. smaller, or 7,089,229 acres. June 1, after much

of the wheat had shown hopeless injury by the severe winter and the land been planted in other crops, the board's correspondents estimated that the total area devoted to corn was nearly 14 per cent. greater than in 1898, thus making a total this year of 8,234,560 acres. In both 1895 and 1897 the acreage was slightly larger, but the average yield was below 25 bushels per acre. Although at best the season at first was somewhat backward corn has later made a prodigious growth, and even in the large territory where corn is ordinarily by no means regarded as a reliable crop there is promise of extraordinary yield. The condition for the entire state, including the least promising, is by the most conservative calculation 99.63, and the least liberality in figuring could have readily put it above the 100 mark. It is especially notable that in many of the greatest corn-producing counties the condition is highest—the opposite of one year ago. In several of the southeastern counties the situation is somewhat less satisfactory from too heavy and frequent rains, which interfered with planting and cultivation. Soil conditions are almost without exception favorable at this time, although in Kingman and a few other counties showers within the next few days would be very beneficial.

The quantity of old corn found on hand in March was 37,697,840 bushels; in March, 1898, it was 62,595,377 bushels, and in 1897, 87,720,917 bushels.

Rye: Acres, 151,542; yield, 1,600,533 bushels; yield per acre, 10.56 bushels. Rooks county leads with 150,444 bushels, followed by Reno, Marion, Osborne and Barton, as named.

Oats: Acres, 944,434; yield, 27,338,425 bushels, or the largest since 1895. Yield per acre, 28.95 bushels. The total acreage is 110,466 acres, or 10.47 per cent. less than last year, while the increase in yield is 5,635,888 bushels, or 25.97 per cent. The quality ranges from "medium" to "good," the latter predominating in counties having the larger yields. Very little poor oats is reported. The counties reporting 1,000,000 bushels or more are Sedgwick, Sumner, Marshall, Washington, Marion, Labette and Clay, with yields of 35, 44, 32, 26, 33, 32 and 28 bushels per acre, respectively.

Barley: The area sown was 257,331 acres; an increase from last year of 134,619 acres, or 109.7 per cent.; the yield is 3,542,220 bushels, or 770,706 bushels more than last year. Average yield per acre, 13.76 bushels. The foremost barley-raising counties are Ness, with 248,328 bushels; Barton, 211,552; Pratt, 207,216; Rooks, 195,670; Pawnee, 186,452; Sheridan, 162,250; Elk, 151,202; Graham, 143,724, and Lane, 139,160 bushels.

Flax: Acres, 179,711; yield, 1,291,073 bushels; yield per acre, 7.18 bushels. The area sown is 40,466 acres, or 18.37 per cent. less than last year, and the falling off in product is 307,466 bushels, or 19.23 per cent. The counties having 100,000 bushels or more are Linn, Allen, Miami, Anderson and Bourbon, followed by Cherokee, Osage, Neosho and Coffey, with a yield from 50,000 to 80,000 bushels.

The condition of other crops is as follows: Broom corn, 92; castor beans, 85; clover, 94; timothy, 94; alfalfa, 93; pastures, 100; Irish potatoes, 94; millet, 95; sorghum and Kafir corn, 98.

MARYLAND.

Receivers have been appointed for the Monarch Brewery Co., Baltimore, Md.

The Baltimore Chamber of Commerce is trying to have the marine underwriters' rules for the loading of oats modified.

MICHIGAN.

The Fairfield & Heath elevator is being moved from Lennox to Marine City, Mich.

The elevators at Port Huron, Mich., are enjoying the busiest season in their history.

Edwards Bros. have purchased Geo. A. Cotharin's elevator at Flint, Mich., for \$5,000.

C. R. Bailey has purchased the interest of C. A. Whitney in the Bean elevator at Laingsburg, Mich.

The Ann Arbor railroad at Frankfort, Mich., is erecting a marine leg 150 feet from the elevator building, with which it is connected by conveyor. The work was planned by Moulton & Starrrett.

G. L. McLean & Co., who own all of the wheat elevators on the line of the Chicago & Grand Trunk between Battle Creek and Chicago, have bought the elevators at Bellevue, Ainger and Olivet, and are negotiating for one at Charlotte.

MICHIGAN CROP REPORT.

The Michigan Department of State issued its crop report for August today. It states that the 1899 crop of wheat will easily prove to be the poorest for many years. In most of the counties the yield is no better than was anticipated some time ago. Not only that, but where much threshing has been done the quality is also found to be poor. The estimated average yield per acre is: In the southern counties 7 bushels, in the central counties 7 bushels, in the northern counties 10 bushels, and for the state 8 bushels. It is difficult to determine from these figures what the crop will amount to in bushels. Conditions this year are so different from what they usually are that it is difficult to fix the amount of the crop even approximately. A large per cent. of the total acreage was plowed up this spring and later on many fields were cut for hay. The total acreage this spring was 1,900,000 acres. With the state average at 8 bushels per acre it would still indicate a crop of 15,000,000 bushels. When other factors are taken into consideration a crop of only 13,000,000 is indicated. The per cent. of plowing done for wheat in the southern counties is 26, in the central counties 23, in the northern counties 12, and for the state 26. The total number of bushels of wheat reported marketed by farmers in July at the flouring mills is 289,082, and at the elevators 306,843, or a total of 595,925 bushels. Of this whole amount 469,302 bushels were marketed in the southern four tiers of counties. The total number of bushels marketed in the twelve months, August-July, is 16,453,076, or 711,849 bushels less than reported marketed in the same months last year.

Corn: The conditions earlier in the season were not particularly favorable to corn. The prospect at present is that the crop will not be injured this year by a drought which has been so common late years. In a few counties the crop has been injured by continued

wet weather, cut worms and hail storms. The condition of corn as compared with an average is, in the southern counties 95, in the central counties 81, in the northern counties 86, and for the state 91.

Oats: The conditions have been favorable for oats and a good crop has been harvested. In a few instances the crop has been injured by wet weather, causing it to rust badly; there are also some complaints of smut in oats. The estimated average yield per acre in bushels is 35 in the southern counties, 36 in the central counties, 34 in the northern counties and 35 for the state.

Beans: The indications at the present time are favorable for a large crop of beans. With good weather to secure the crop it will no doubt prove quite profitable this year. The condition of the crop as compared with an average is for the state 93.

MINNESOTA.

Grain trade news items are always welcome.

At Dumont, Minn., a farmers' elevator will be built.

Beck & Rimmels will build an elevator at Brainerd, Minn.

An elevator is being built at Canton, Minn., by Mr. McMichael.

The new elevator at Mazeppa, Minn., has been completed at a cost of \$5,000.

C. W. VanDusen & Co. contemplate reopening the elevator at Plainview, Minn.

A new gasoline engine is being installed in the Jacobi elevator at Hallock, Minn.

A 20,000-bushel elevator will be built at Bridgewater, Minn., by J. E. Walker and Mayer Bros.

The H. J. O'Neill Grain Co. has completed the improvements to its elevator at Millville, Minn.

The Farmers Elevator Co., of Magnolia, Minn., will build an addition 24x24 and put in a new engine.

An elevator of 40,000 bushels capacity will be built at Lamberton, Minn., by Wheeler & Hanson, millers.

The Monarch Elevator Company's plant at Cyrus, Minn., has been burned, together with considerable wheat.

The S. Y. Hyde Elevator Company, of Winona, is converting its flat house at Chandler, Minn., into an elevator.

Brooks, Griffith & Co., lessees, have bought the elevator of the Patten Elevator Company, at Le Sueur, Minn.

S. M. Suffron, of Brownsdale, will manage a large elevator at Moorhead, Minn., owned by Dwight M. Baldwin.

An independent elevator of 30,000 bushels capacity is to be built at Rothsay, Minn., by the local business men.

Theodore Hanson, late of Canby, Minn., will buy wheat at Lamberton, Minn., using the elevator on McGee's farm.

The rumor that W. D. Douglas and G. F. Piper, formerly of the trust, would erect a linseed oil mill of 1,000,000 bushels annual capacity, at Minneapolis, is discredited.

Geier Bros. are building a 25,000-bushel elevator on a granite foundation, adjoining their old house at Ortonville, Minn.

The Chicago, St. Paul, Minneapolis & Omaha proposes to build from Madelia to Fairmont, Minn., thirty miles, and from Bingham Lake to Currie, thirty-eight miles.

Fred Rowe has bought the Merchants' Elevator of B. W. How at Sauk Center, Minn., taking possession August 15.

A local authority estimates the elevator capacity of Duluth and Superior at 13,300,000, including the seven elevators now building.

R. F. Brett and others have formed the Western Linseed Co., to build a mill at Minnesota Transfer, Minn., Capital stock, \$400,000.

E. M. Walbridge, of Northfield, Minn., having leased the Dundas elevator on the Great Western, now controls 13 elevators in Minnesota.

The new Minnesota state board of appeals has elected F. L. Greenleaf, of Minneapolis, chairman, and F. W. Eva, of Duluth, secretary.

John Pfefferle, a sewing machine salesman, has been appointed assistant weighmaster of the Minnesota Grain Inspection Department.

The Northern Pacific Railway is condemning right of way for switch tracks to the new elevator being built by F. H. Peavey at Duluth.

Frank Lydiard, formerly connected with the state grain inspection department, has engaged in the grain business as Frank Lydiard & Co.

Christian Billington received fatal injuries recently in Consolidated Elevator E at Duluth, his clothing having caught on the engine shaft.

Robins & Warner, formerly in the grain commission business at St. Paul, Minn., have moved to Minneapolis, with offices in the Corn Exchange.

Frank E. Davis will take charge of the elevator at Rice for T. B. Sheldon & Co., of Goodhue, Minn., with whom he has been employed for years.

The W. W. Cargill Co. will carry the case with regard to country elevators being required to take out a license to the United States Supreme Court.

Former State Senator E. S. Reishus, of Cottonwood, Minn., has been appointed chief grain inspector of Minnesota. He is the owner of two large farms in Lyon county.

The W. Luce warehouse, at Randolph, Minn., will be converted into an elevator and moved to the site of the Walbridge elevator, which has been moved seventy-five feet.

Commons & Co. have succeeded Commons, Bassett & Co., grain commission dealers of Minneapolis. The firm is composed of William Commons and his sons, Frank and Howard.

Gregory, Jenison & Co. have bought the line of elevators operated by S. H. Grannis, of Mankato, Minn., who will devote his time to selling a creamery separator, for which he has purchased the state agency.

The Barnett & Record Company has let the contract for twenty-four large steel tanks for the United States Flour Milling Company's new elevator at Duluth, Minn., to the American Steel Barge Company.

Geo. T. Harris has torn down the Morin warehouse at Hartland, Minn., and will erect in its place a grain elevator and feed mill, to be operated by a 20-h. p. gasoline engine. The improvements will cost \$5,000.

Peter C. Penner, agent for Hubbard & Palmer, at Mountain Lake, Minn., has been acquitted of the charge of having burned the firm's elevator to cover up a shortage. The notice of reward offered for the capture of the incendiary in this

case was published in Grain Dealers Journal for April 10, 1899, page 168.

F. H. Peavey & Co. have purchased fifty elevators on the Northern Pacific, Great Northern and Milwaukee roads, of the Minnesota & Dakota Elevator Company. The aggregate capacity of the line is 1,500,000 bushels and the price \$300,000.

Grain receipts at Duluth, Minn., for the crop year ending July 31 were 99,310,000 bushels, as reported by the Commercial Record. Receipts of wheat were 77,500,000; corn, 7,000,000; oats, 3,000,000; rye, 1,850,000; barley, 3,250,000, and flax, 6,705,000 bushels.

Andrew Clausen resigned the position of chief grain inspector of Minnesota, to which he had just been re-elected by the railroad and warehouse commission. Mr. Clausen says he can no longer do justice to the position, as, under the present administration, all his competent subordinates have been removed and replaced by wire-pullers, whom the governor has thus rewarded for political services.

The Spencer Grain Company, of Spencer, Ia., has removed its headquarters to Minneapolis, with offices in the Corn Exchange building. The company operates lines of elevators on different branches of the C. M. & St. P. railroad, and contemplates erecting a line of houses on the new Minneapolis & St. Louis railroad. At the Minneapolis office are R. Troendel, president; T. O. Phelps, secretary, and C. Carl, head bookkeeper.

MISSOURI.

Thoman Egger has purchased the grain and hay business of A. G. Cessford at Lamar, Mo.

The Southwestern elevator at Seneca, Mo., received 13,000 bushels of wagon wheat and 20,000 bushels in cars from points west, during July.

Throwing corn and smoking during business hours on the floor of the Kansas City Board of Trade has been prohibited by the directors.

Although receipts of wheat have been heavier at Kansas City the past few weeks, new wheat is not coming in such large quantities as was expected.

Talpey Bros. & Co., Kansas City, Mo., write: We are working a shipping trade almost exclusively. We sell to exporters and generally are cash buyers on our home market.

William Olson, a grain dealer and for many years a member of the Kansas City Board of Trade, died July 25, after a long illness. The remains were taken to Funk, Neb., for burial.

Henry S. Potter, president, and Chas. A. Cunningham, secretary, of the Consolidated Elevator Co., of St. Louis, Mo., have resigned. Mr. Cunningham has purchased the interest of C. S. Dayton in the Dayton-Wooster Grain Co.

The Miller Grain Co., of Kansas City, Mo., recently had an experience with a swindler who tried to get \$850 on forged bills of lading. The fellow, calling himself C. M. Cole, wrote in from Caldwell, Kan., stating he had shipped three cars of wheat from there via the Santa Fe, giving car numbers, and had drawn against the company through a bank at Wellington. It happened that the Miller Grain Co. had an agent at Caldwell, M. T. Williams, who, being asked to look him up, promptly wired that Cole was unknown, and later that the numbers given were those of empties on

track. The company notified the Wellington bank to arrest the fellow, but they did nothing. When he appeared to collect the money he was told to pay protest fees or he would be taken into custody. The man ran out of the bank and disappeared.

The Bartlett Commission Co. has succeeded the Ferguson Grain Co., of St. Louis, Mo. O. A. Orvis, who was vice president and manager of the Ferguson Co., will remain with the new company as manager of the receiving business. Wynne Ferguson will go to New York as the resident representative of Ferguson & McKinney, dry goods merchants.

NEBRASKA.

Dannebrog, Neb., has a new 10,000-bushel elevator.

Cochran & Co. will improve the elevator at Western, Neb.

P. D. Smith, of St. Edward, will build a 10,000-bushel elevator at Boone, Neb. The Omaha Elevator Co. will build a 10,000-bushel elevator at Woodville, Neb.

Shelly & Westbrook contemplate building an elevator at St. Edward, Neb.

Mrs. K. A. Kehoe will build a 10,000 to 15,000-bushel elevator at Platte Center, Neb.

At St. Paul, Neb., a 40,000-bushel elevator will be built by the Omaha Elevator Co.

C. C. Crowell, of Blair, Neb., says he has never seen such crop prospects in Nebraska.

E. Miles Schrier, of Verdigre, Neb., will build a 20,000-bushel elevator at that place.

Thos. Cochrane will build a 10,000 to 15,000-bushel addition to his elevator at Cheney, Neb.

O'Shea & McBride will build a 20,000-bushel addition to their oat house at Madison, Neb.

Geo. Lowry, of Lincoln, Neb., will build a 20,000-bushel elevator at Pleasant Dale, Neb.

A two-horse team recently hauled 102 bushels of shelled corn to Kyd & Co.'s elevator at Beatrice, Neb.

New machinery will be placed in the elevator and mill of the Calloway Mill & Elevator Co., Calloway, Neb.

E. A. Washburn is superintending the construction of an elevator at Osceola, Neb., for the Omaha Elevator Co.

The Central Granaries Co. is replacing its gasoline engine at Holdrege, Neb., with a 70-h. p. steam engine.

M. V. Wood will have charge of the Richey Elevator at Wabash, Neb., recently purchased by Joseph W. Staton.

L. F. Demars' new elevator at Emerson, Neb., has been completed. Mr. Demars will build another elevator at Waterbury.

John Wyss, late of Red Oak, Ia., has succeeded A. E. Washburn as manager of the Omaha Elevator Co.'s plant at Shelton, Neb.

The B. & M. R. R. elevator at Halloran, Neb., is being moved, overhauled and remodeled by J. A. Campbell & Son, of Lincoln, Neb.

The Tekamah Elevator Co. has purchased the Williams elevator at Tekamah, Neb., which will be managed by J. S. Crue, late of Elgin, Ill.

William Townsend, proprietor of the elevator at Barneston, Neb., is branching out. He has leased and will conduct the Commercial hotel.

The Crete Mills Co., of Crete, Neb., will build two 75,000-bushel cribs at Crete, Neb., and a 40,000-bushel elevator in connection therewith.

Brown & Dewey, of Chester, Neb., will put in a 500-bushel hopper scale and overhaul and build as an addition to their elevator at Stoddard.

William Burke will build a 100,000-bushel corn crib with dump and elevator, at Friend, Neb. Mr. Burke has taken out a 25-h. p. gas engine and put in a steam plant.

J. A. Campbell & Son, Lincoln, Neb.: Corn acreage fully up to the average. Condition is much above the average. There is an unusual amount of moisture in the ground. A bumper crop is assured.

W. H. Chambers, Omaha, representative of the Peavey Grain Co., was a Chicago visitor recently. He says that the Torpin Grain Co. has sold its elevator at Crowell, Neb., to J. C. Pulsiver, who will take possession of same Sept. 15. This elevator has been operated for the last six or eight months by the Crowell Lumber & Grain Co.

The Nebraska state crop report of August 1 says: The first days of the week were dry and hot, very favorable for the advancement of harvesting, haying and threshing, but unfavorable for the growth of corn. Harvesting of small grain is about completed in central and southern counties and threshing has commenced. The yield of wheat is generally better than expected. Oats are yielding well in the eastern counties. The showers of the last four days of the week relieved the drought conditions in nearly all parts of the state. The damage to the corn from drought has been slight, but more rain is needed.

NEW ENGLAND.

Grain trade news items are always welcome.

Lorenzo Vaughan's feed mill at Davisville, R. I., was burned July 19. Loss, \$5,000; insurance, \$4,000.

Boston's exports of wheat, corn and oats for the seven months ending July 31 were 19,617,000 bushels.

Humphrey & Cornell have succeeded the well known grain and hay firm of S. S. Sprague & Co., at Providence, R. I.

The C. D. Holbrook Co., Arthur W. Holbrook, manager, has succeeded the late C. D. Holbrook, dealer in grain and hay at Palmer, Mass.

R. G. Hamblen, for several years manager, has bought the interest of Walter H. Dresser in the grain and mill firm of Hall & Dresser, at Bridgton, Me.

The rumor that investors controlling grain shipping on the great lakes would expend \$15,000,000 to \$20,000,000 on dock property at East Boston, Mass., is branded as a canard.

The firm of Brown & Josselyn has been incorporated at Portland, Me., to deal in grain and flour. Capital, \$50,000; incorporators, T. A. Josselyn, G. E. Smith and H. C. Josselyn, all of Portland.

General Manager Charles M. Hayes says it is only a question of time when the Grand Trunk Railway will be compelled to build another elevator at Portland, Me., to meet the demands of the rapidly increasing business.

Edward P. Merrill, grain broker, Portland, Me., writes that the hay crop of Maine is about half that of last year.

With Chicago No. 2 Yellow at 40 cents and 36 to 38-pound clips at 28½ cents the buyer does not worry about mill feed. A few weeks ago some dealers were buying mill feed for an advance; now they are trying to unload. Original shippers are selling no mill feed here; will sell none until prices become settled. In the near future when mill feed comes to us in square packages it will economize space and be a convenience. The trade are getting tired of burnt wheat. They say examination shows worthless burnt wheat deliberately sifted into comparatively good wheat.

NEW JERSEY.

Isidore Green will build a grain elevator at Camden, N. J., at the intersection of the West Jersey & Seashore and the Atlantic City Railroads.

Novel features are proposed for the elevator to be built at Weehawken, N. J., by the New York Central Railroad. On a pier 130x1,200 feet will be supported on 24-foot steel columns a vast aggregation of steel storage tanks, 65 feet high, and inclosed within brick walls. The interstices between the 307 12-foot tanks will also be utilized, thus giving a total of 756 steel bins, all provided with hopper bottoms. The building will be 610x106 feet and 189 feet high to the top of the cupola. Its total capacity will be 3,100,000 bushels.

NEW YORK.

Miller Bros. & Co., of Auburn, N. Y., are about to erect a three-story addition to their elevator.

Horace Ingersoll's grain and hay warehouse in New York was burned July 20. Loss, \$20,000; insured. Business continues uninterrupted.

The movement to increase the membership of the Buffalo Merchants' Exchange has resulted in swelling the roll from 250 to over 1,000. The dues now are only \$12 annually.

At the Buffalo session of the New York Commerce Commission evidence was given by Charles M. Sternberg, one of the owners of the Sternberg elevator; Gilbert L. Douglass, manager of the Western Transit Co. and of the New York Central's city elevators, and Philo G. Cook, secretary of the Western Elevating Co. It was shown that five elevators were kept idle by the pool.

NORTHWEST.

J. Harder & Co. will build a 15,000-bushel elevator at Hosmer, S. D.

A company has been formed to build a farmers' elevator at South Shore, S. D. Work has begun on the Mandan Mercantile Co.'s grain elevator at Mandan, N. D.

Mayo & Phillips have succeeded C. H. Mayo, dealer in grain and hay, at Butte, Mont.

James Johns has remodeled his elevator at Carrington, N. D., and will put in a gasoline engine.

The old warehouse of the Spencer Grain Co. at Mt. Vernon, S. D., is being changed into an elevator.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Richard Hummel has purchased of Dennis Ryan a half interest in the grain business of Ryan & Co., at Spencer, S. D.

The Farmers' Co-Operative Elevator Co. has been incorporated at Viborg, S. D., with \$15,000 capital, by S. C. Fletcher.

er, John Wolff, Henry Aplan and Jonas Andrew.

J. G. Newland, of Minneapolis, Minn., writes that he is going to Montrose, S. D., as agent for the Peavey Elevator Co.

McCaull, Webster & Co.'s grain elevator at Tyndall, S. D., has been torn down preparatory to erecting a new building.

At Courtenay, N. D., a 30,000-bushel elevator is being built for the Woodworth Elevator Co., by the Barnett & Record Co.

George Enge is laying the foundation for his elevator, the sixth elevator in Portland, N. D. It will be 18x20 and 32 feet high.

Fire destroyed the elevator of Pillsbury & Hulbert at Fisher, N. D., together with 5,000 bushels of wheat. Loss \$20,000; insured.

At Alexandria, S. D., a farmers' elevator will be built by R. C. Gingler, M. E. Conlin, Charles Harmon, Dan Garone and J. W. Jeffrey.

The Farmers' Elevator Co., of Castlewood, S. D., has purchased the elevator at that place of the Atlas Elevator Co. Minneapolis, Minn.

The Hail Insurance Co. estimates that one storm early in August caused heavy loss on 100,000 acres in North Dakota and Northern Minnesota.

J. H. Fitzgerald, general merchant has removed from Alicia to Geneseo, N. D., and has material en route to erect an independent grain elevator.

M. B. Pratt, of Owatonna, Minn., is building a 25,000-bushel elevator at Langford, S. D., of which Frank M. Pratt will take charge when completed.

Bids for the construction of a 40,000-bushel elevator are wanted by the Buxton Farmers' Elevator Co., of Buxton, Minn., recently organized with T. H. Wolody as secretary.

Lightning struck the new elevator of R. C. Cooper at Cooperstown, N. D., on the night of July 22, burning it to the ground. About 3,000 bushels of wheat and 4,000 bushels of barley were destroyed. Some insurance.

A 3-year-old girl was caught on the outdoor driving shaft of a grain elevator at Mooreton, N. D., recently, and whirled around until her heels dug a hole in the ground. Her clothing gave way and she was thrown fifteen feet, uninjured.

Perry & Jones, of Aberdeen, S. D., have increased their small line of elevators near that city by the purchase of T. F. Marshall's elevator and flat house at Oakes, N. D. They will remove the flat house to Babcock, Sargent county, and buy grain there also.

Frank D. Hinkley, chief grain inspector of Milwaukee, after viewing a large area, says: The crop in the vicinity of Aberdeen, S. D., is a good one, as the average goes, and but for the extreme heat for a few days there would have been a phenomenal yield. I think, however, there will be quite a percentage of shrunken wheat as the result of the hot weather, and the further fact that much of it crinkled down before it was matured. There are also a good many green heads in some fields, which usually tends to reduce the grade. From my observation the northwestern crop, as a whole, will not be as large as has been counted upon. There are a good many poor spots, and in some localities there are large areas that are poor. In Northwestern Iowa, where a considerable acreage of wheat is grown, the crop is

light. In some parts of southern Minnesota the same is true, and from what I can gather from reliable sources the southern and central parts of South Dakota will not have near the crop that has been expected. The crop is poor from about Mellette to Mitchell. East of Mitchell for about twenty-five miles it is good, but there are several counties where the average yield will be low, and I feel certain that for the spring wheat area of the Northwest the crop will fall below general expectations."

OHIO.

The new Sallady elevator at Ashville, O., has been placed in operation.

F. L. Smith and wife, of Sherwood, O., have just returned from an extended visit to New York.

Frank Gallagher and F. B. Douglass have formed a partnership to deal in grain, and will build an elevator at Union Village, O.

W. R. McQuillan has severed his connection with the Union Grain & Hay Co., to take full charge of the grain department of H. Heile & Sons, Cincinnati, O., who have been in the business since 1855.

F. L. Smith, Sherwood, O., August 3: Oats are not coming in very fast; very few No. 2 oats, almost all off color. Corn is looking fine; almost all of old corn in. Seed not worth cutting. Hay was a fair crop.

The Canton Grain Elevator Co. has been incorporated at Canton, O., to build an elevator. Capital stock, \$15,000. Incorporators, Col. J. J. Clark, H. C. Fogle, H. S. Kauffman, George L. Spangler, W. R. Zollinger, members of the Canton Board of Trade.

The report of the Toledo Bee that there is a great shortage of elevator room in that city is without foundation. J. F. Zahm & Co. state that the elevator capacity is still large enough to take care of all grain that comes. Wabash Elevator 5, hitherto private, was recently made regular for wheat.

The burned wheat from the C., H. & D. elevator at Toledo was sold to the East Side Milling Co. for \$90,000, less than 12 cents a bushel. The elevator contained 704,990 bushels, valued at \$498,528, and insured for \$609,000. C. A. King & Co. had 615,000, J. F. Zahm & Co. 58,000, and Southworth & Co. 610 bushels.

The grain elevator on the Nickel Plate at Greenspring, O., owned by Harrison Lee and operated by Sneath & Cunningham, of Tiffin, was totally destroyed by fire on the morning of July 29, together with 20,000 bushels of wheat. Loss, \$30,000; grain fully insured; building, \$4,000. A new elevator will be erected at once on the same site.

One thing is certain; that a great deal of the winter wheat is of poor quality, and another goodly proportion has been damaged by wet weather, since it was harvested. This is shown up by the inspections at Toledo. The first run of wheat was nearly all No. 2 red. The inspections of late show a very large percentage of No. 3 and below.—Southworth & Co., Toledo, August 3.

OHIO CROP REPORT.

The official report of the Ohio Department of Agriculture on the condition of crops, August 1, 1899, showing the percentage estimates of the condition or prospect of the crops named, is based on returns received from the regular town-

ship crop correspondents of the department. Nearly every township in the state was represented in the returns and the averages by counties and for the state have been carefully computed. Comparison is made with a full average: Wheat, condition compared with an average, 75 per cent.; oats, condition compared with an average, 89 per cent.; clover, area sown in 1898 cut for hay, 68 per cent.; clover, hay product per acre, 1.41 tons; clover hay, quality compared with an average, 90 per cent.; timothy, condition compared with an average, 80 per cent.; potatoes, condition compared with an average, 84 per cent.; tobacco, condition compared with an average, 84 per cent.; pastures, condition compared with an average, 87 per cent.

Crops generally are ahead of the season. The wheat harvest was unusually early and the weather favorable to cutting, but after harvest heavy rains occurred in sections of the state which did a little damage to the wheat standing out in shock. There seems no material difference in wheat condition or prospective product from that indicated last month. Threshing is in progress and sufficient will be completed in a few weeks to determine with approximate correctness the actual product of this year's crop. There are some reports now that the wheat is not threshing out as well as was expected, while others say better than was expected, but it is now estimated that the crop will run close to 75 per cent. of a full average, or about three-fourths of a fair one.

Oats, while somewhat unpromising early in the season, continued to improve up to the harvest, resulting in a much better crop than was anticipated, and of a fairly good quality.

Corn was backward and uneven for some time, much of it having been very late in planting. The month of July has been very favorable to corn growth and the crop made rapid improvement. Present indications are very promising and continued growing and maturing weather will result in an average fair product for the state. Considerable damage was done by the white grub worm, which also worked seriously on other crops.

Rains the latter part of July started pastures and they have been considerably revived, although many had been so completely dried up as to be beyond reviving.

Timothy was not generally a good crop. Many fields were taken by worms and the crop overrun with white top. Quality is not up to an average.

Clover in many localities was badly killed last winter. Throughout the state it was more or less thus affected. There is general complaint of grub worm, and also that the clover seed crop is light.

PACIFIC COAST.

The Portland Grain Co. has been incorporated at Portland, Ore.

The Pacific Coast Elevator Co. will build a large warehouse near Oakesdale, Wash.

J. R. Cameron & Co.'s grain business at Portland, Ore., will be sold under attachment.

E. S. Rice has leased the warehouse at Johnson, Wash., of the Johnson Grain Commission Co.

Aaron Kuhn, grain dealer at Colfax, Wash., has recently purchased 65,000

bushels of farmers' wheat at 43 cents in the warehouse.

Henry Kleinberg is building a warehouse, 40x120 feet, on the Northern Pacific at Ellensburg, Wash.

F. E. Ferrell & Co. are building a warehouse at Stockton, Cal., with a capacity for 2,500 tons of grain.

William A. Gordon has established himself in the grain and wool commission business at Portland, Ore.

The government has contracted for the delivery at Seattle, Wash., of 1,200 tons of oats for the Philippines.

The Northwest Grain Co., C. D. Frances, manager, and C. H. Bacon, agent, has opened an office at Seattle, Wash.

W. J. Burns, manager at Portland, Ore., for Balfour, Guthrie & Co., grain exporters, has returned from his visit to the Orient.

Although W. S. Sibson has retired, Sibson & Kerr, grain exporters of Portland, Ore., will continue business under the same name.

E. P. Atchison, formerly grain dealer at Garfield, Wash., has purchased the interest of John Long in the Kendrick Grain Co., Kendrick, Ida.

A public cleaning and grading warehouse will be established at Portland, Ore., by W. F. Burrell and others. The details have not yet been arranged.

Fourteen of the large importers and private holders of grain bags on the coast have agreed to mark up the price of bags to a profitable point. From a low point of 5 cents the bag market has stiffened to 5½ cents.

J. Q. Adams & Co. have leased the elevators at Smith's Cove for the Great Northern Railroad. The firm already controls a number of interior elevators on the same road, and their latest acquisition with its 800,000 bushels capacity considerably increases their facilities. Last year the firm handled 2,000,000 bushels of Washington grain.

The California crop bulletin for the week ending July 31, issued by Director A. G. McAdie, reports conditions generally favorable for all crops. The yield of wheat is very heavy, and the quality probably equal to the average. Oats and barley are also proving excellent crops. Very little grain is being shipped, as the growers appear inclined to store for better prices. In southern California the water supply is diminishing.

PENNSYLVANIA.

The addition to the elevator at Port Richmond, Philadelphia, increasing its capacity by 500,000 bushels, will be completed in a few weeks.

Peter Keil, of P. Keil & Son, hay dealers of Pittsburgh, Pa., whose business was established in 1858, and Robert Thorne, a director and for several years treasurer of the Pittsburgh Grain Exchange, have formed a partnership as Keil & Thorne in the receiving business, making a specialty of hay and straw.

Daniel McCaffrey's Sons, Pittsburgh, Pa., tell the story of the two architects. "The Athenians were once called upon to choose between two architects for the designing of a famous building, and each architect was allowed to present his claims. The first architect delivered a long speech, carefully prepared, rehearsing at great length and in glowing figures all that he would promise them if they would only give him the order. And then the second architect stepped forward, and said simply nine words:

'O Athenians, what this man says, I will do.' Hay receivers are like architects. Many try to allure the trade by glowing promises, but Daniel McCaffrey's Sons, like the Athenian with nine words, say: send shipments to us and results will be satisfactory."

SOUTHEAST.

The rice crop of Louisiana promises a good yield.

J. A. T. Bacon and W. R. Hamilton have formed a partnership to deal in grain and fertilizer at Chattanooga, Tenn.

Joseph Miles, president of the John E. Miles & Son Flouring Mill & Grain Co., Frankfort, Ky., has made an assignment. Assets and liabilities exceed \$100,000.

W. B. Rucker, Paint Lick, Ky., August 7: There is only about half a crop of wheat in Kentucky, but the quality is good, very good, average test from 57 to 60 pounds.

The new elevator for the C. & O. railway at Newport News, Va., will be located on what is known as pier No. 8, and will have a capacity of 1,000,000 bushels. The elevator will have ten elevator legs and be equipped with two No. 9 Monitor Cleaners and ten 1,400 bushel Fairbanks Hopper Scales. A belt conveyor will run out 1,600 feet to a loading leg. Electricity, which will transmit the power for the galleries, will be generated by a high speed engine connected direct to a 250 K. W. General Electric generator, a smaller engine and generator of the same type will be used for the electric lighting of the elevator. The power for operating the elevator will be furnished by 1,000 h. p. Corliss engine, with a 1,200 h. p. condenser. The house is to be of wood construction, covered with galvanized corrugated iron. A standpipe and a Dean underwriters' fire pump will give fire protection. As a further precaution in case a fire should start at the loading spout at the end of gallery, a hundred foot section of the gallery will be made of iron, to prevent the fire from eating its way to the elevator. The house is being built by John S. Metcalf & Co. and will be completed Feb. 1, 1900.

SOUTHWEST.

The Santa Fe has completed its extension to Blackwell, Okla.

Robert T. Brook, of Tonkawa, Okla., is building an elevator and will make a specialty of the best grades of milling wheat.

The Blackwell Milling & Elevator Co. has been incorporated at Blackwell, Okla., with \$50,000, by B. Warkentin and others.

An elevator and mill will be operated at Lexington, Okla., by the Pauls Valley Milling Co., recently incorporated with \$20,000 capital by S. J. Garvin and others.

Robert T. Brook, Tonkawa, Okla., August 2: Fine crop of wheat and corn. Wheat yield 20 to 30 bushels and corn estimated at 60 to 80 bushels, in Salt Fork district, Kay Co.

The James Fall Elevator Co. has been incorporated at Fairland, I. T., to deal in grain and coal. Capital stock, \$25,000; incorporators, James, L. M., and J. D. Fall of Pierce City; Jennie M., and F. T. Fall of Fairland.

Contracts will soon be let for the completion of the St. Louis, Tecumseh &

Lexington Railroad between Stroud and Lexington, Okla., by January 1. J. W. Lewis is general manager with headquarters at Tecumseh.

TEXAS.

A grain house and flour mill at Renner, Tex., were burned August 2.

An elevator equipped with a steam corn sheller is to be erected at Ladonia, Tex.

The Hillsboro Gin Co. has been incorporated at Hillsboro, Tex., with \$25,000 capital stock, by J. K. Walling and others.

The first bale of McLennon county cotton was delivered at Waco by W. C. Lewis. It was sold at 6 cents to W. T. Woodward.

The Sabine & Northern railroad has been surveyed from Sabine to Port Arthur, where connection will be made with the K. C., P. & G.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports exports from the port during July as 748,000 bushels of wheat and 127,000 bushels of corn. Last year the July exports were 234,000 bushels of wheat and no corn.

E. B. Greathouse, of Temple, Tex., writes: I am now engaged in putting in a large oat clipper, Cranson scourer, and corn mill, and will be strictly "in it," so to speak, for handling grain. When these improvements are completed I will have a plant hardly excelled by any in the state.

MEETING AT DALLAS.

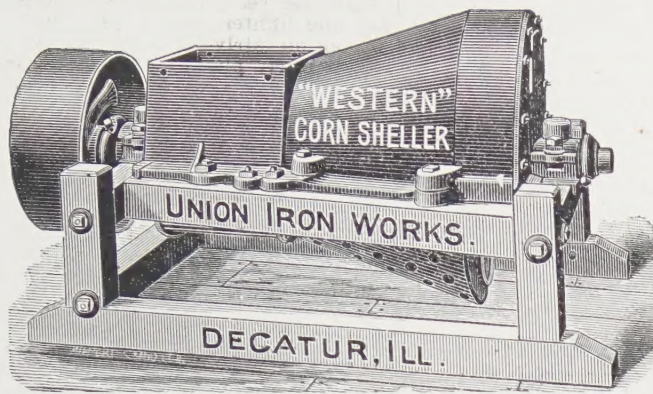
One hundred members of the Texas Grain Dealers' Association attended a called meeting at the Oriental hotel, Dallas, August 2. All the officers were present. Prevailing conditions were fully discussed, and while no definite action was had, the meeting, however, resulted in good, as it has caused the "boys" to ascertain just where they "are at," and will tend to soften them down on their war in prices.

A resolution was passed urging every member to report to the secretary every tricky customer that he may have dealings with, so that all can be advised to shun danger.

A special committee was appointed to confer with the railways and the state railroad commission on rates, thought necessary to move the crop. This special committee is composed of C. F. Gribble and E. H. Crenshaw, and has gone far enough in the work to warrant the hope that it will obtain the desired rate.

President J. P. Harrison, after the meeting, said: "Our association is in splendid shape. Today we elected nine grain dealers members of our association, and have a total membership of 141. We discussed, among other things, export rates on oats to Mississippi river points, export rates on corn, and the way bill. We also compared notes and exchanged ideas relative to the stock of grain in the hands of the dealers and also the stock remaining in the hands of the grain growers. In the afternoon we discussed the corn crop and the best and most practical way to handle the same for the market. The yield this year is enormous. It is the largest in the history of Texas. Reports from all sections bear me out in making this statement. And the corn itself is fine as silk. Our sessions were harmonious,

(Continued on page 96.)



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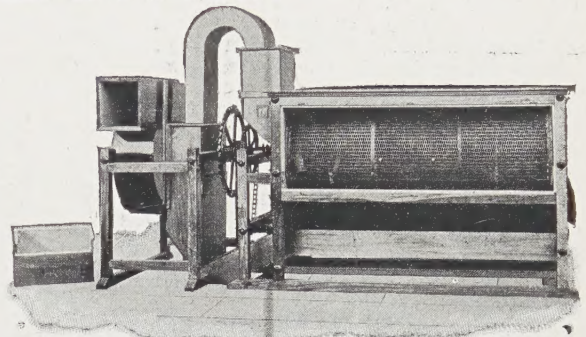
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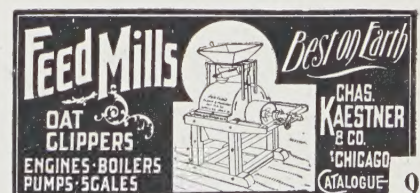
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and the outlook for Texas grain growers is certainly very flattering."

WISCONSIN.

Send in notices of new elevators, new firms and business changes.

Mr. Tollicson contemplates engaging in the grain and stock business at Woodford, Wis.

The Northern Grain Co. is installing a 1,000-bushel Metcalf cooler in its elevator at Manitowoc, Wis.

Charles M. Cottrill, president of the Milwaukee Chamber of Commerce and agent of the Union Steamboat Co., died at Oconomowoc August 4, aged 54 years.

A 100-h. p. steam engine with 150-h. p. boiler has been substituted for the gasoline engines formerly used in the 60,000-bushel elevator and feed mill of M. B. Helmer, at Fond du Lac, Wis.

T. F. Orton, Lancaster, Wis., August 3: Crops are doing nicely in Grant county. Corn is just immense, and if no early frost we will raise largest crop in history of county. Oats good crop; but will be poor color, on account of rain and some lodging. Wheat, poor crop; badly winter killed; but as we raise only a small acreage, will not amount to much. Barley fine crop, also timothy hay. Rye crop light, about 50 per cent.

CARE OF FLAXSEED.

Flax Seed Inspector S. H. Stevens, of Chicago, in writing of flax, recently said: In all the years of enterprise and advancement no one has entered the field to champion the care or protection of the seed, which is the only part of the flax plant which has any practical value. The harvesting of no farm crop is so in danger of loss or injury as flax.

To put flax in a new thatched stack or barn mow (the farmer's great natural laboratory) as soon after cutting as possible, is to preserve, perfect, toughen, increase and eliminate the heating principles from the seed. The sweat incidental to the stack or mow passes the seed to that indispensable condition necessary to safe storage. It also imparts a toughness to the seed covering and straw, which protects them from breakage and facilitates the threshing. As the fleece gains after shearing, so the seed, properly cared for, increases after being reaped. If flax remains in the field to be threshed and drouthy weather ensues, the seed will become brittle and liable to be much broken and pulverized by the machine, and when so treated it frequently sweats and heats in car or bin.

The most common and unwelcome visitor to a down-field of flax is rain. A slight shower causes the seed to lose weight. Should sunshine come and dry out the water, the seed is dark and rough and is known as, more or less depreciated, field-damaged seed. Should rains continue during harvest until the mucilage of the seed is set free, the flax should be spread on the field as thinly as practical and remain until dry, or reasonably so. It should be threshed from the field. No field or part of field should be considered a total loss. The very hulls of the seeds have a value and should be recovered after they have passed the "gang sieves" of the thresher or the fanning mill. No attempt should be made to dry or store the seed—it should reach the consumer as soon as possible.

Before shipping, the seed should be brought to a uniform consistency by mixing the wet and light weight seed with dry and weighty seed. The grade sought should be rejected, it being damaged or damp or both, and weighing from 47 to 49 pounds to the measured bushel. At such times let no one try to ship number one seed, as he might meet with serious disappointment.

NEW BARLEY CROP.

On August 4 E. P. Bacon & Co., of Milwaukee, issued an estimate of the new barley crop from which we take the following:

WISCONSIN. Reports from the principal barley producing points indicate a larger production than last year, owing to increased acreage and larger yield per acre. The quality is inferior to the last two crops on account of being discolored by unfavorable weather just prior to and during harvest, but the berry is generally reported as reasonably plump and free from material unsoundness, being mostly fair to good malting barley. Acreage average increase 10 per cent. Production a gain of 12 per cent as compared with last year. Yield range from 20 to 50 bushels, average 35 bushels.

MINNESOTA. Reports from the southern part, which is the principal barley producing section, indicate a somewhat larger crop than last year on account of increased acreage and yield, but the quality is inferior to last season owing to discoloration by unfavorable weather during harvest. Only a few reports are to the effect that the crop escaped damage from this cause and those are from the southwestern part of the state. The berry is generally reported as medium to plump. Estimates on acreage as compared with last year's seeding average about 5 per cent increase. The amount produced as compared with last crop 8 per cent. Yield per acre 20 to 50 bushels, average 31 bushels.

IOWA. Reports from the barley producing sections are not as favorable as last year, and indicate considerable decrease in production as compared with that time, owing both to smaller acreage and lighter yield per acre. Reports are general of damage by unfavorable weather during harvest, causing discoloration, and in some instances unsoundness. The berry is generally reported as medium weight to plump, the percentage of reports of light weight being small and indicating that a large proportion of the crop is malting barley. Reports on acreage as compared with last year show an average decrease of about 8 per cent. Average production 8½ per cent less than last year. Yield 20 to 40 bushels, average 30 bushels.

SOUTH DAKOTA. Reports from the east central and southeastern portions, the principal barley producing sections, indicate a crop somewhat larger than the average and better quality than usual. The berry is generally reported good weight or plump, without material discoloration or unsoundness from unfavorable weather. The reports on acreage are quite uniform and practically unchanged as compared with last year. Estimates on production show an average increase of about 5 per cent. Yield from 20 to 40 bushels, average 30 bushels.

NEBRASKA. From localities in this state where barley is usually produced, the reports generally indicate a smaller

crop than last year, owing to decreased acreage and lighter yield. The quality is reported as fairly good on the average, being fairly plump and reasonably sound, but mostly discolored by unfavorable weather.

SEEDS.

A. Coppock, Leroy, Ia., August 1: Timothy seed is half a crop.

M. B. Striegel, Harper, Ia., August 3: Timothy seed is not giving much yield.

Smith, Lewis & Shotts, Keota, Ia., August 1: Not much grass seed this year.

The Cape Vincent Seed Co., of 182 Duane Street, New York, has certified to an increase in its capital stock from \$20,000 to \$60,000.

Geo. W. White, Fairfield, Ia., August 5: Timothy seed is a large crop of good quality; but will not be sold unless good prices prevail. Farmers are able to hold it.

The S. D. Crosby Co. has been incorporated at New York to deal in seeds and grain. Capital stock, \$15,000; incorporators, S. D. Crosby, F. W. and G. L. Clarkson, all of New York.

The Rockford Seed Co. has been incorporated at Rockford, Ill., to deal in seeds, plants and tools. Capital stock, \$20,000; incorporators, Chandler Starr, L. L. Morrison and John C. Dunn.

The Buckbee-Rockford Seed Farms has been incorporated at Rockford, Ill., to deal in seeds, plants and implements. Capital stock, \$25,000; incorporators, H. W., May C. and T. E. Buckbee.

T. F. Orton, Lancaster, Wis., August 3: Clover was all winter killed; there will not be any threshed in Southwestern Wisconsin, and we almost always raise thousands of bushels of seed. The spring seeding coming on fine, showing very heavy.

Rapeseed is reported by the Paris Echo Agricole as turning out a good quality and poor yield in France, Belgium and Germany. The Russian crop is mediocre in both quality and quantity and nothing of any importance can be exported. India's crop is bad, resulting in a complete lack of offers from that country.

S. H. Stevens, flaxseed inspector of the Chicago Board of Trade, reports that the receipts of flaxseed at Chicago during the crop year ending July 31 aggregated 6,295,000 bushels, against 4,350,000 bushels for the preceding crop year. The shipments made a total of 4,468,000 bushels, compared with 3,222,000 in the preceding crop year.

L. T. Hutchins & Co., Sheldon, Ill.: We like your Journal and think it a splendid paper for grain dealers.

George Thomas, Kirkman, Ia.: Discontinue my advertisement. I have sold my elevator. It pays to advertise in the Journal.

M. A. Reynolds, Chicago: I hope your financial improvement keeps pace with the improvement of the paper. Success and God speed.

H. S. Grimes, Portsmouth, O.: The contents of the Grain Dealers Journal have been very profitable to me and I consider it an excellent trade journal.

H. A. Clevenger, Bondville, Ill.: I have sold my elevator so you may take the ad. out of the Journal. Accept my thanks. I received many letters from every direction.



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A number of new factories and industries have been induced to locate—largely through the instrumentality of this Company—at points along its lines. The central position of the States traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address **LUIS JACKSON**, Industrial Commissioner C. M. & St. P. Ry., 660 Old Colony Building, Chicago, Ill.

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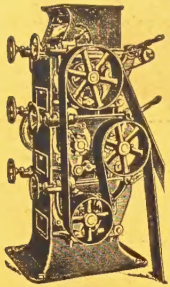
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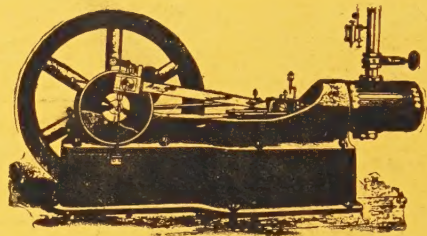
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